

# CONSOLIDATOR



JANUARY • 1942

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FACTORY STOCKROOM  
CORNER **7th & B** 2ND FLOOR

# CONSOLIDATOR

Volume 7

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Number 1

PUBLISHED BY AND FOR THE EMPLOYEES OF  
CONSOLIDATED AIRCRAFT CORPORATION

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## Emergency Instructions

Each day at sundown all windows are to be shut.

All doors not in use are to be shut.

The signal for a blackout will be two blasts on the factory whistle, after which ALL doors should be shut.

Personnel will thereafter carry on their jobs as usual.

The signal for evacuation will be three blasts on the factory whistle, after which all persons in the factory not otherwise instructed should put away their tools and leave in an orderly manner by their usual route.

In case an emergency is to be reported, dial 555 from any telephone, giving the location which appears on the dial of the instrument.

**SAFE WORKING HABITS  
ARE the BEST DEFENSE  
AGAINST ACCIDENTS**



## "The Day of Wrath"

This was the title of a strongly worded editorial by Henry R. Luce, editor of *Life* and *Time*, in the December 22 issue of *Life* magazine. The message is a clear analysis of our situation and sets forth a challenge that demands the attention of every loyal American. So that the editorial may reach the hands of all our employees we have asked and obtained permission from *Life* magazine to reprint excerpts from it here.

This is the day of wrath. The disaster which befell America on Dec. 7, 1941 was an episode. But it was also a sign. It was a sign of all the weakness and wrongness of American life in recent years. The thousand-odd dead at Pearl Harbor that first day were not merely the victims of Japanese treachery. They were the victims also of a weak and faltering America that had lost its way and failed the world in leadership.

We have come to the end, now, of as pusillanimous an epoch as there ever was in the history of a great people: the twenty years of American history between 1921 and 1941. It is not even possible to call these years tragic, for tragedy implies at least the dignity of fate. And there was no dignity in these years, and nothing of fate that we did not bring upon ourselves. The epoch that is closing was much less tragic than it was shameful. . . .

We have still at this moment all—almost all—that is needed for victory. We have, first of all, the young men and young women of America. Despite the meanness of the spiritual environment which we have recently provided them, the strength of this land is in their hearts. We have natural wealth in more abundance than any other nation. We have our American scientists and engineers who stand ready to serve us with their knowledge and their creative toil. We have now, as major allies, Britain and China, two nations bound closer to us by the things of the spirit than any bond that Hitler can forge with terror. We have common military interests with Russia and the chance to build a new bridge between a changing Russia and a changing West. We are seeing Pan-Americanism become a fact and not a phrase. We have other allies of deathless gallantry—in conquered countries and elsewhere.

All these are good things, great things. We have others. We have already the example of heroism of our soldiers and sailors in the far islands of the Pacific. We have at home the greatest productive ability and capacity in the world—in many ways a greater ability and capacity than all the rest of the world put together. . . .

We are fortunate that we have done what we have done, that many ships are on the ways, that great factories are built and being built, that we have trained fliers and soldiers and sailors. But the fact is that we haven't done enough—nor done this vast job well enough. And the principal reason is that the organization of our war-effort has not been good. It has been poor.

All that is past. There is no demand for anyone's head. Every man in Washington will be working harder today than he did before Dec. 7—and doing better than he knows how. But it must be insisted that there be no "freezing" of the existing management simply to "save face" or to "spare someone's feelings"—or for political reasons. If some men are not equal to the terrific jobs assigned to them—and there are such—both kindness and patriotism demand that they be given more suitable tasks. If better men can be found—and they can—they must be used.

But quality of personnel—vital though it is—is of less importance than correct organization. Our war-effort has not been correctly organized. It must be correctly organized—at once.

And now what about unity? Are we united? Are we resolved? We all say the same hearty, manly-sounding things. What, then, makes our brave words sound a trifle hollow, and our rage carry a slight suggestion of importance?

What we lack, still, is a brave acceptance of our terrible reality. We demand victory, but the price of it, in risk, hardship, pain, adventure, is not yet clear to us. The high resolve is yet to come to us that it would be better to leave America a heap of smoking stones than surrender it to the mechanized medievalism which is the Mikado or to the anti-Christ which is Hitler.

This lack of resolve is not surprising. The actual destruction of the American nation by a force outside has seemed fantastic. But it is not fantastic now. It could happen. And America will never win this war against the forces of evil

(Continued on next page)

until Americans in every walk of life are gripped at the throat by the realization that we can lose the war. For three years we have been losing it. When we realize that—then, only, then, our own righteous fury will be unloosed.

We must cultivate that realization, and all the resolves that go with it. For the day is not coming; the day is come. It is the day we have all dreaded, yet known in our own secret hearts it was our inescapable duty to meet when the world attack on freedom finally came home to us.

This is the day of wrath. It is also the day of hope. For this is the day that Churchill described to the people of Britain in their own blackest hour: the day when "the New World, with all its power and might, steps forth to the rescue and the liberation of the old." Now at last the issue is inexorably joined: either our ideals as free men shall dominate in this century, or the pitiless bayonets of our enemies will.

We have lost something of our power and might. But now at last our battleground is the whole world. The whole world is now our battle-stake. What we have temporarily lost in might we will gain forever in vision and resolve.

For this hour America was made. Uniquely among the nations, America was created out of the hopes of mankind and dedicated to the fulfillment of those hopes. It is for this reason that we accept only two alternatives—either to die in the smoking ruins of a totally destroyed America or else to justify forever the faith of our fathers and the hopes of mankind.

Years ago Woodrow Wilson begged us not to "break the great heart of the world." We go forth now from a half-beleaguered continent to join hands with all men everywhere and by our character and our deeds to write with them the happy and triumphant songs of a new world.

\* \* \*

These are brave words, brave resolves. If our 130 million people truly believe them, no combination of our enemies or their resources, nor any hazards of war, can cheat us of victory.

There is terrible fighting to be done. Every true American will rise to take military arms or civilian action to seize conclusive victory.

There is terrible fighting to be done. All of us will be in the fight—men, women and children, for this is indeed total war. But let us never forget that the hardest fighting is done at the front by our soldiers and sailors.

We have fighting men in the field and on the high seas. Thousands of soldiers and sailors in the Pacific are at this very hour facing death. We tell ourselves how young they are, how gallant, how brave.

We salute with our hearts in our throats, tears in our eyes—pray for them too. But also—day after day we must be asking ourselves how good a chance we here at home are giving them to fight and live on. Are we straining every last nerve to see that help, arms, material reach them as soon as possible? If they die (or thousands more like them in the long hard days to come) will they die through any fault of ours?

Democracies are always "inefficient," are they? Then let's get it said: This inefficiency cherished in times of war is another word for manslaughter, if not murder. To the extent that we coddle it from here out in ourselves, in high places or low, we're making our own soldiers in the field the cannon fodder of a barbarous and indecent complacency.

In the great fog of battles, we cannot see our soldiers, where they fight or how. We know they fight with every ounce of guts a good American has. And that's plenty. But as we cannot see them in the fog of battle, they cannot see us. When the fog lifts, in the days to come, let us see to it that they look upon us, here at home, and can say as honestly to us as we say to them, "Good going, boys." That will be the day of victory and of peace in our hearts.

## Consolidated-Vultee Make Powerful Team

Consummation of the agreement, announced earlier, whereby Vultee Aircraft, Inc., of Downey, acquired working control of *Consolidated* was announced last month. Simultaneously, Major R. H. Fleet resigned as president and director to make way for T. M. Girdler, chairman of the board, Republic Steel Corp., who will be chairman of the board both of Vultee and *Consolidated*. Major Fleet will assume the position of advisor to both companies.

At the same time it was emphasized there would be no major changes in management at *Consolidated's* huge San Diego plants, and employees need have no fear of job dislocation.

Commenting on the working agreement between the two companies, E. N. Gott, *Consolidated* vice-president and director of public relations, stated, "To win this war the army and navy must have more bombers. All of us at *Consolidated* have a job to do, now, to see that they get those bombers in a hurry. Under the new setup the management will make no major changes that might hinder production. We need worry about only one thing—keeping our assembly lines rolling. Let's do it!"

Harry Woodhead, former Vultee board chairman, was elected president of *Consolidated* and executive vice-president of Vultee. Richard W. Millar, Vultee presi-

dent, will serve as *Consolidated's* executive vice-president. I. M. Laddon, works manager and vice-president, will remain a director and will serve as *Consolidated* vice-president and general manager.

In the announcement it was stated Woodhead will concentrate on organization and production problems at *Consolidated*. He will occupy offices at Plant Two. This is in line with the government's wish to increase production of army and navy bombers, B-24 and PBYS, acknowledged the core of bombing and reconnaissance strength in the far-flung Pacific war.

In addition to Girdler, Woodhead and Millar, other new *Consolidated* directors are: R. S. Pruitt, 420 Lexington Ave., New York City; W. C. McDuffie, 555 South Flower St., Los Angeles; H. D. Wilson, First Trust Building, Pasadena; D. N. McDonnell, Blythe & Co., Los Angeles; Francis A. Gallery, Emanuel & Co., New York City; C. Coburn Darling; and L. B. Manning. Former directors still on the board are: I. M. Laddon; Charles T. Leigh; F. D. Schnacke; John Hertz; and D. G. Fleet.

The Vultee board includes the following members: T. M. Girdler, chairman; Richard W. Millar; Harry Woodhead; L. I. Hartmeyer; J. Mason Houghland; W. C. McDuffie; R. S. Pruitt; V. C. Schorlemmer; and H. D. Wilson.

To Major Fleet, who sees in this combination the culmination of 19 years of expert and far-sighted management, *Consolidated* extends its best wishes and appreciation. All of us are very glad that he remains with us as advisor.

Major Fleet said of the new arrangement, "The idea of teaming up with Vultee is a natural. The two companies' products, proximity (we are just 98 miles apart) and management are ideal complements.

"We haven't even scratched the surface of aviation yet. We haven't had time, in the onrush of producing what we have already designed, to think far enough ahead. I will now have time to think and plan for the future. That is, to most of us who believe we see what is coming, an extremely important and neglected field. Before we are through, planes like the B-19 and the B-24 will be small fry. Despite my innate attachment for the duties of an aircraft factory boss, I belong in this new field. Thus will I be able to contribute my utmost to the leadership in aviation which America must take."

A portable metal landing field for American warplanes was installed recently by U. S. Army engineers at Camden, S. C. Perforated steel strips one-eighth of an inch thick, 16 inches wide and 10 feet long were laid and locked together on a sandy meadow, forming a runway 150 feet wide and 3000 feet long.

# They'll Keep 'Em Flying for the R. A. F. Civilian Defense Needs More Help



Early morning roll call over, Royal Air Force service mechanics training at Consolidated talk things over informally in the yard at Plant One. In the foreground, left to right, are Senior Flight Sgt. J. Jackson, L. A. C. Sanford-Francis, III, and Flight Sgt. H. N. Beer.

Once a novelty, the gray-blue uniform of the Royal Air Force is now a familiar sight in San Diego. Part of a vast training program designed to make America's aid to Britain more effective, the first group of service mechanics of the Royal Air Force arrived last month for a two to three-month intensive instruction in servicing the giant Liberators *Consolidated* is sending to Britain.

To keep these heavy bombers in effective operation a highly trained ground crew is required. Arrangements were made by the Royal Air Force, through the British Air Commission in Washington, to train men for this task at *Consolidated*, where the ships are built.

Carefully worked out by H. S. Martin, director of training at *Consolidated*, and Herbert Bowling, assistant factory manager, the training program is designed to give the R. A. F. men the most possible knowledge in the least possible time.

The men have been divided into four groups according to their specialty—fitters and riggers, electricians, radio operators and armorers. Each of these groups takes an intensive course of 10 half-day lectures, applying the theoretical knowledge thus gained on the assembly lines. Meanwhile, the other three groups spend their time working on the production lines, covering various departments in rotation.

Arrangements for quartering the R. A. F. men during their stay in San Diego, were completed by Alan W. Abels, contract administrator. An agreement was made with the San Diego Hotel, where

they also have their breakfast and dinner in a large dining room set aside for their exclusive use. Through the hotel, also, each man is provided with a bus pass, to facilitate travel to and from the plant, and with lunch money.

The group is under the direct command of Flight Lieut. H. Dunn, Royal Air Force officer stationed at *Consolidated*.

Although the service mechanics, most of whom have never before been to the United States, have different opinions on many of their experiences since arriving in San Diego, they all seem to have been impressed with three things—the warm climate; the bewildering speed of American life; and the informal hospitality of Americans toward them, because of the uniform they wear.

The Aeronautical Mechanics Lodge No. 1125, in cooperation with officials of *Consolidated* has distributed civil defense registration cards and all who possibly can are urged to participate in this vital program. More than 20,000 cards were sent to the plant and at press time less than 500 have been signed and returned. Cards are available from clerks in all departments.

It is possible that many are delivering their full share of effort to the essential work of building bombers. It is understandable that time for other activity is limited. But all who can should contribute in any possible way to a patriotic cause that is and will be an important factor in our ultimate victory. Registration may make possible the continuous movement of the production lines.

If there ever should be a bombing in this area it would be necessary for all of us to help patch up the damage immediately so that plane building could continue. The plant itself might not be seriously damaged but if channels to and from the factories are clogged bomber construction must necessarily come to a halt.

If you cannot possibly register yourself, PLEASE try and get as many volunteers as you can from among your relatives and friends. GET REGISTRATION CARDS FROM YOUR CLERK TODAY.

Aerial cameras which have an average of 2000 parts, some finished down to tolerances of only 3/10,000 of an inch, are being constructed by the Fairchild Engine and Airplane Corp.

Trainees in the CAA pilot program have established a safety record of 6,200,000 miles per fatality.

## FELLOW CONSOLIDATORS!!

We are at war. There are rigid Government regulations regarding the release of military information. Violators are subject to heavy penalties. In wartime the Espionage Act and other regulations provide the maximum penalty of death for violation.

*Consolidated* employees are hereby warned against communicating anything concerning your work to any person or persons except that which is required in the performance of your work. Specifically you must withhold any and all facts in connection with the following types of information:

1. Reveal no information about the company's operations or its products, production rate and schedules, delivery dates, and aircraft destinations.
2. Withhold all information about defense arrangements within, outside or in the vicinity of the plants. This applies particularly to anti-sabotage, air raid or other defense precautions.
3. Guard carefully all information which might conceivably prove helpful to the enemy.

For the safety of yourself, those around you, and your country DO NOT talk about your work to anyone, except in the line of duty.

# Recent Consair Visitors

For obvious reasons *Consolidated's* guest book is not getting much of a work-out these days. However, last month a few prominent visitors from home and abroad passed through the gates to see bombers in production and are shown in the pictures on this page.

## News commentator

The picture at the top shows the noted NBC news commentator, H. V. Kaltenborn (left) getting some information about *Consolidated's* products from Vice-President Edgar N. Gott. As the picture was taken interest was centered on a desk model of the B-24 Army bomber.

## Visitor from Britain

In this country to make a personal survey of the aircraft industry, one of the foremost authorities on aeronautics in England, William Courtenay, aviation editor of the London Daily Sketch, passed along the assembly lines and was heartened by the rows of Catalina flying boats and Liberators that are being completed for his country. He is shown (left) in the center picture with Vice-President C. A. Van Dusen. Mr. Courtenay and Mr. Van Dusen, both travelers of note, met first during a European trip.

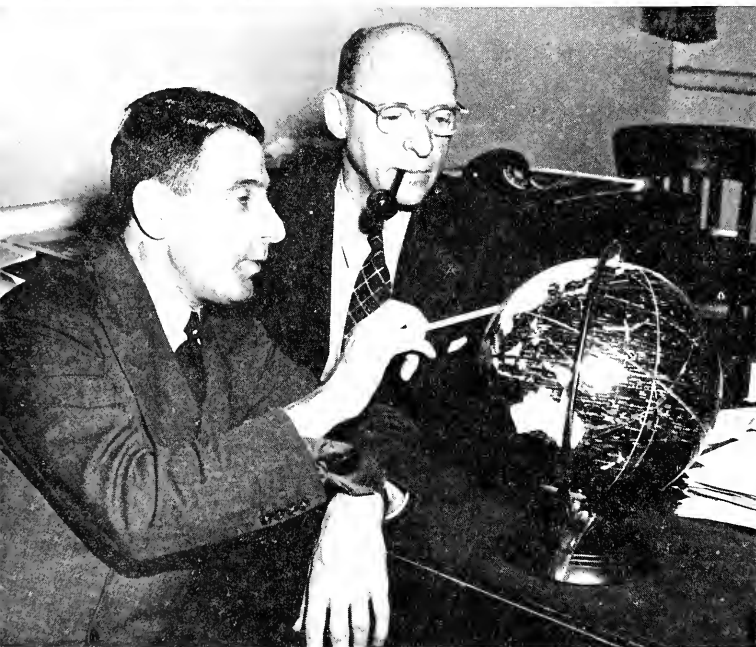
Courtenay was an aviator in the first world war and turned to journalism after the armistice. At the outbreak of World War II he returned to the R. A. F., but he was "too old" he said.

## Head man in Burma

A visitor from across the Pacific was U. Saw, prime minister of Burma, who is shown in the bottom picture with Capt. C. Wincott (left) of the British Air Commission and Mr. Gott. The picture was taken in the yard.

When U. Saw came to San Diego he was on the last lap of a 45,000 mile trip. He traveled by plane across India and Egypt to England. Then he went from Lisbon to New York by clipper. He returned to Burma by clipper with a stop at Honolulu.

Saw left Burma ostensibly to see Winston Churchill to request dominion status for his country. Then he decided to visit the United States to inspect this country's defense program.





## No Apathy Here

### Major Tells Knox

The Secretary of the Navy, Frank Knox, recently sent Major R. H. Fleet the following message:

"The Navy at Hawaii is undaunted. The Marines still hold at Wake. Will you accept their challenge?"

Major Fleet replied immediately as follows:

"Hurrah! We are doing our very best and already have turned out more aircraft this year than during our 17 preceding years of history. No apathy here and everybody is hitting the ball. And we have absolute confidence in our Navy and armed forces and as to the outcome of the war. Thank God our President had the foresight to start us preparing years ago for what is now ahead. Regards and respects, sir."

## Civil Air Patrol

### To Enlist Pilots

A Civil Air Patrol to enlist for the duration of the war approximately 90,000 licensed pilots, 90,000 student pilots, who will be licensed by spring, and a ground personnel estimated at 100,000 has been established by Mayor F. H. La Guardia, director of the Office of Civilian Defense.

The Civil Air Patrol will include approximately 23,000 civil aircraft and 2,000 airports in the United States on which there are no military or scheduled airplane operations, as well as hangars, shops, etc.

Director LaGuardia declared it is the object of the Civil Air Patrol to enlist, train and discipline civil aviation personnel and materiel so that their potential value to defense may be made available immediately. The potential value would be enhanced by the voluntary completion of training courses provided by national headquarters of the Civil Air Patrol with the cooperation of the Army and Naval Air Services and the Civil Aeronautics Authority.

Director LaGuardia said that in addition to the technical personnel potentially available, there are millions of persons interested in aviation and anxious to cooperate in some manner with Civil Air defense.

"It is known that there are certain specific services civil aviation can provide to the armed services that will relieve those services of some of the pressure due to the war, thus enabling them to use their men and equipment for other more important duties," LaGuardia said.

Major-General John F. Curry U. S. Army Air Corps, has been assigned by

the Army to the Office of Civilian Defense and designated by Director LaGuardia as national commander of the Civil Air Patrol.

General Curry was promoted to the rank of Major General October 27, 1940, and assigned to command the Northwestern Air District with headquarters at Spokane, Washington. He previously had been assigned to command the Tenth Pursuit Wing at Hamilton Field.

General Curry's affiliation with Army aviation dates back to August, 1915, when, as a First Lieutenant of the 15th Infantry, he was attached to the Aviation Section, Signal Corps at San Diego, Calif. He was graduated from the U. S. Military Academy February 14, 1908. During the first World War, General Curry served overseas as Chief of Staff, Army Air Service, Second Army at Toul, France. He saw service both as pilot and as an observer.

Director LaGuardia announced he has appointed Major Reed G. Landis, former pilot U. S. Army Air Service as Aviation Aide to the director of Civilian Defense.

Major Landis saw service in the Cavalry on the Mexican border in 1916. In 1917 as a member of the U. S. Army Air Service, he was sent to England for training and attached to the Royal Flying Corps. He saw service in France as a pilot in the 40th Squadron, Royal Air Force, and received the British Distinguished Flying Cross. In September, 1918, Major Landis was placed in command of the 25th Aero Squadrons, A. E. F. He was awarded the U. S. Distinguished Service Cross.

Major Landis has been a member of the Chicago Aero Commission since its inception; a member of the National Advisory Board of the National Aeronautics Association and was instrumental in organizing the National Airport Transport, Inc., and the Trans-Continental Air Transport, Inc. He was instrumental in organizing the National Association of State Aviation Officials of which he was president and was the first chairman of the Illinois Aeronautics Commission.

## Deadline for Consolidator

Since so many things are demanding attention on the bulletin boards these days it is no longer practical to announce copy deadlines for the *Consolidator* by this method. Henceforth each subsequent issue will announce the deadline for the next issue. Please cooperate with the editorial staff and get your material in on the date specified. The Deadline for copy for the February issue is Thursday, January 15.

About twenty different types of aircraft are now being produced in Great Britain.

## Production Planning

### To Get Service Flag

Service flags that came in with the last world war will again be displayed in homes, places of business and by various organizations. Such a flag has been ordered by the night Production Planning Department and will, as far as we know, be the first to make its appearance at *Consolidated*. The flag will be 5x8 feet in size and will come as a gift to the department from donations by night Production Planning men.

The flag has a red border with blue stars on a white field and across each star will be the name of the man who has entered the service. On the original flag there will be stars for the following: Roland E. Schofield, Robert A. Boock, Stephen M. Beede and David L. Bredeson.

Production Planning is under Commander Roland G. Mayer, planning coordinator.

## News Served Up Hot

### By Air to Employees

So that the men and women working long hours in *Consolidated's* two San Diego plants can keep posted on the latest developments in a world at war, the company now sponsors 15-minute news broadcasts from radio station KFSD (600 kilocycles), which are relayed into both plants twice daily, except Saturday and Sunday, at 11:45 a.m. and 11:45 p.m.—during the lunch hour of each shift.

Newscaster for the special programs is John W. Thompson, *Consolidated* publicity director, who makes available to *Consolidated* workers latest news developments through the excellent cooperation of the local press.

These broadcasts are carried over the regular public address system at Plant Two. Until installation of a permanent system is completed at Plant One, however, a portable unit is being used.

The portable unit at Plant One has been located in the yard, directly west of Gate 2, except on the nights when movies are shown. Then, the truck is moved to either the north or south yards.

It is intended that these news broadcasts be continued indefinitely at both plants. As soon as the permanent public address system is completed at Plant One, the broadcasts will be carried over it, permitting more employees to hear them than at present.

The Safety Committees wish all employees a happy New Year and safe working for 1942.

*The West's  
Largest Clothiers*



**We are always  
happy to cash  
your  
pay checks**

**90-DAY  
CHARGE  
PLAN**

PAY	PAY	PAY
<b>1/3</b>	<b>1/3</b>	<b>1/3</b>
FIRST MONTH	SECOND MONTH	THIRD MONTH

**NO INTEREST  
NO EXTRAS**

**BROOKS**  
in **SAN DIEGO**  
**416-18 BROADWAY**  
**OPEN SAT. NIGHTS**

## Fleet Memorial Fund For Worthy Students

A loan fund of \$50,000 has been established by Maj. R. H. Fleet to aid worthy young men in furthering their education.

The fund, a memorial to Major Fleet's parents, is known as the Fleet Memorial Education Fund, and is administered by the Fleet Foundation, 1410 Bank of America Building. Loans will be made to deserving young men 25 years or under, on the basis of need, character and promise of good citizenship, solely for use in the furtherance of their education and training for some useful occupation.

According to the articles of incorporation the purpose of the foundation "is to promote the general welfare of mankind in the United States and particularly in the State of California by engaging in charitable, educational, recreational, and eleemosynary enterprises and activities conducive to the public welfare."

Major Fleet has maintained a similar educational aid fund in his native town of Montesano, Washington, for a number of years and many young men have been benefitted through it foundation officials stated.

There are no restrictions placed on applicants for loans from the fund other than that they be 25 years or under and that they be adjudged deserving by the administrators of the fund.

## Opportunity for All In Civilian Defense

There is a place and important work for every man, woman and child who wants to volunteer for participation in the defense program, according to Lieut. Max I. Black, council executive director. Lieutenant Black recently urged a city-wide response to the appeal for volunteers.

It was urged that all who want to help their city and their country in the fight for freedom register immediately for service. Registration cards are classified permitting authorities to call volunteers into service as soon as possible.

"There is absolutely nothing compulsory about this program," Black said.

"It is up to each individual to make up his or her mind as to whether he wishes to volunteer or not. You are not ordered, demanded or coerced into volunteering, but if you do volunteer, you do so because you want to help America," he explained.

Aliens, if they are not enemy aliens, may register. Volunteers for air raid warden posts, auxiliary fire and police duty, nursing aid and other vital functions are needed.

The council is attempting to make

schedules that will work as little inconvenience as possible on volunteers. Every effort will be made in assigning volunteers to duty at hours which will not conflict with business or personal obligations.

The following locations are officially designated as registration stations for volunteers:

Police headquarters, 801 W. Market Street. Open from 9:00 a.m. to 9:00 p.m. Phone, F. 1101.

Union building, Room 201. 9:00 a.m. to 9:00 p.m. Phone, F. 0663.

Fire station headquarters, Tenth Avenue and B Street. 9:00 a.m. to 9:00 p.m. Phone, M. 9193.

Strand Radio Co., 4991 Newport Avenue, Ocean Beach. 9:00 a.m. to 9:00 p.m. Phone, B. 4913.

Fire Station, Van Dyke and University Avenues. 9:00 a.m. to 9:00 p.m. Phone, M. 9193.

Fire Station, Ocean View Boulevard and Thirty-sixth Street. 9:00 a.m. to 9:00 p.m. Phone, M. 9193.

Fire Station, Kettner Boulevard and Vine Street. 9:00 a.m. to 9:00 p.m. Phone, M. 9193.

Point Loma Ideal Store, 2943 Canon Street. 9:00 a.m. to 9:00 p.m. Phone, B. 3883.

Fire Station, Twenty-fifth Street and Broadway. 9:00 a.m. to 9:00 p.m. Phone, M. 9193.

La Jolla Women's Club, 715 Silverado Street. Open 24 hours daily including Sundays and holidays. Phone, Glencove 5-4746.

Jewish Temple, Third Avenue and Laurel Street. 10:00 a.m. to 7:00 p.m. Phone, M. 3535 or J. 1817.

Truax Realty Co., 3854 Fifth Avenue. 9:00 a.m. to 5:00 p.m. Phone, J. 8871.

Fire Station, Adams Avenue and Felton Street. 9:00 a.m. to 9:00 p.m. Phone, M. 9193.

No. 3756 Mission Boulevard, Mission Beach. 9:00 a.m. to 5:00 p.m. Phone, Humboldt 8-9224.

Sears-Roebuck, 1101 Sixth Avenue. 9:00 a.m. to 5:00 p.m.

San Diego Gas & Electric Co., Electric Building, Sixth Avenue and E Street. 9:00 a.m. to 5:00 p.m.

Whitney's Department Store, 933 Fifth Avenue. 9:00 a.m. to 5:00 p.m.

Bank of America, Sixth Avenue and Broadway. 10:00 a.m. to 3:00 p.m.

Civic Center, Room 360. 8:30 a.m. to 5:00 p.m.

Except where otherwise noted, stations are open Mondays through Saturday, closing Sundays.

Registration in school buildings will be discontinued until further notice, according to defense authorities. Information on any phase of the civilian defense program in San Diego may be obtained by calling the defense information bureau, Room 238, Spreckels Building. The phone number is F. 8981.



## U. S. Developing "Quake" To Jog Japan's Memory

On Sept. 1, 1923, on the island of Japan, a great earthquake opened tremendous fissures in the ground, towering ocean waves inundated vast areas of the country, devastating fires added to the horror and destruction.

Japan had been dealt a deadly blow. One hundred thousand of its people lay dead in the streets, the fire-scarred ruins of Tokyo and Yokohama were the funeral pyres for many more. But even after the earth had ceased its heaving, and the waves had receded to the sea, and the wicked tongues of flame had died to glowing embers, there came an added scourge. Disease and hunger spread over the country like oil over a slick, flat surface.

Those who had escaped the yawning caverns into which had toppled entire populations, or had found higher refuge from the misery of the tidal waves, or had managed to rescue their beings from the grasping fingers of fire, found themselves homeless, orphaned and in the death-like grip of starvation and disease. The Japanese people were helpless, bewildered, desperate. There seemed no way to stem this wholesale invasion of death.

But it was halted. Not by Germany, not by Italy but by the people of the United States of America. Even before the fires had completely died away a parade of ships, American ships, ships over-laden with food, clothing, medical supplies and volunteer workers arrived at the island country to be of whatever help they could.

It did not matter to the people of the United States that Japan was not a democracy, that its people had no voice in their government like we have in ours, that their religion was not like our religions, that these people were yellow while we were white, or that their country was on the opposite side of the world from us.

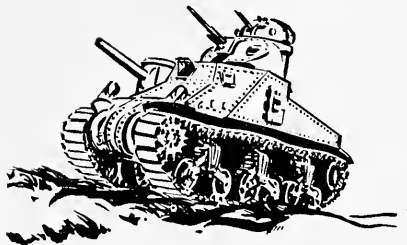
These things mattered as nothing in the efforts that were made to help them. They were human beings in need of help which we could give. And so we gave, of our time, our prayers and our money. The work was carried on by the American Red Cross, that great, hearty, benevolent expression of a humane people.

For this expression of American generosity and kindness Japan said, "Many thanks, Japan never will forget!"

But Japan has had a mental relapse, affecting not only its memory but the entire function of the brain. Where was Japan's memory when, without provocation, without declaration and while peace negotiations were still in progress at her

(continued on next page)

# DEFENSE BONDS BUY TANKS



THE TANK is to the Army what the tackle is to the forward line of a football team. It is the "break-through." Head-on, it crashes timber, houses, enemy fortifications. Once it has opened the way, the attacking force follows for the "mopping up."

The Nazis, using these great steel pachyderms which they produce in vast quantities, have been able to break through every fortified line in 14 conquered countries.

In America, the medium-sized tank is the popular size. A medium-sized tank weighs 30 tons. To make it takes as much steel as would be used in 500 refrigerators, as much rubber as goes into 87 average automobile tires.

The planning of a tank takes as great skill as a large-scale construction job. One recently converted automobile plant, faced with re-tooling for tank production, had to put 200 engineers to work in day and night shifts for one month, mapping out machinery requirements and plant layout.

To match the mechanical might of aggressor nations today, America needs thousands of these tanks. They're rolling off the assembly lines now. They cost real money. Every time you buy an \$18.75 Defense Savings Bond or a 10c Defense Savings Stamp you give your country money enough to buy a vital part for another new tank.



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Fast Color, Sanforized Shrunken.

These sturdy boulder cord work suits come in a choice of forest green, brown, navy blue and teal blue. Slack style pleated and belted pants, sizes 29 to 46. Roomy, comfortable shirts, sizes 14 to 17½.

Pants..... **\$3.49** Shirts..... **\$2.19**

## White "Tee" Shirts

With The CONSOLIDATED Insignia.

The ideal shirt for inside work in aircraft industries. Your plant insignia handsomely embossed on front of shirt. Cool and comfortable, raglan sleeves allow full arm movement for all types of work.

**79c**

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For All Day Foot Comfort.

Moccasin style oxford in tan elk, soft as a slipper and as comfortable, yet durable as a heavy boot. This new oxford features the nailless, cork rubber soles that do not injure plane surfaces. All sizes.....

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Self Belted and Pleated Styles

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**\$2.98**

—WORK CLOTHES, DOWNSTAIRS FLOOR.

Use Walker's Easy Terms



## U. S. Developing "Quake"

(Continued from previous page)

request, she unleashed her deadly bombs on Pearl Harbor, Guam, Wake, Midway and Manila in one of the most insanely conceived and brutally executed acts of treacherous foul-play ever to besmirch the pages of history.

Japan's answer to Sept. 1, 1923, was Pearl Harbor, Dec. 7, 1941.

In a sense history must repeat itself in regard to the debacle which descended upon Japan 18 years ago. For again waves must flash across that island but this time they must be waves of heavily laden bombers; again the earth must rumble but this time from the upheavals of bombs dropped from United States bombers; again there must be fire and destruction but this time caused by exploding bombs; again there must be a parade of ships but this time American warships must lead the parade; again there must be volunteers but this time they must be khaki-clad men of the U. S. armed forces.

This time Japan must be made to pay for her lapse of memory. We must think only in terms of Consolidated bombers over Tokyo and Yokohama; of Consolidated patrol-bombers leading our Fleet toward the destruction of the Japanese navy. We must not think of the sacrifice, but of the privilege; not of the sorrow, but of the glory; not of defeat, but of victory.

We must teach Japan the folly of forgetfulness, deceit, dishonesty, cowardliness and treachery. There is no place in an orderly, progressive and free civilization for any government which breeds these shameful traits. We must clean out the Japanese, German and Italian breeders of the totalitarian disease as we would clean out a malaria-ridden swamp. And we must, at the same time, inoculate ourselves and others against the spreading of this disease.

We must dedicate our complete and united efforts to a victory which Japan never will forget. And in winning that victory we must keep in mind always the "character of the onslaught against us" and "REMEMBER PEARL HARBOR."

Funds for 104 new American airports are included in a Congressional appropriation for the U. S. Department of Commerce.

## Christmas Checks

Christmas cheer in the form of checks was distributed to Consolidated employees two days before the holiday. In years past it has been the policy of the company to distribute Christmas checks and it was not discontinued this year despite the tremendous increases in personnel.

Checks were received by all employees who were with the company on or before December 13, 1941. Identical checks went to all employees from office boys to president.

The total amount distributed was more than \$160,000.

## CHARITY BALL A SUCCESS

By C. H. Hahn

The second annual Christmas Charity Ball sponsored by the Sheet Metal Department, under the supervision of E. Voelke, A. Johnson and E. Raymond, was held at Mission Beach Ballroom, Dec. 6.

Dancing started at 9 p.m. to the music of Mark Roberts and his orchestra. A floor show, which was generously donated by San Diego night clubs, was the highlight of the evening.

All in all, our Christmas Charity Ball was a tremendous success. After donating \$200 to the San Diego Shoe Fund, we were able to provide 100 families with lovely Christmas baskets.

The following letter was received in Sheet Metal last week: "The lovely Christmas box was received this morning. And it was the most thoughtful gift which I ever expected. As the young man that brought it can tell you how surprised we all were. I feel all these men who were responsible for this great deed feel their Christmas spirit has done a lot of good not only to me but to many others of this great company who have been ill. Wishing all men of Consolidated Aircraft a Merry Christmas and Prosperous New Year.

Sincerely,  
Klingenmeier Family."

The committee once more wish to thank all who made our program possible. We regret that we cannot thank each and every one personally, but hope this note may compensate. To all... our appreciation... thanks, and "Holiday Greetings."

## Civic Club's Invitation

Women who have recently arrived in San Diego are invited to attend meetings of the Women's Civic Club. The club is non-partisan and its object is to study civic problems, stimulate better citizenship, to promote justice in legislation and to aid in the enforcement of the law.

The club meets every Tuesday at 10:00 a.m. at the Y.W.C.A., Tenth avenue and C street.

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(45 mins.) ..... **\$5.00**

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## Navy Hull Points Way; Solves Parking Tangle

"This morning, although allowing my customary 20 minutes transit time, it was necessary to park on Titus Street, near Pringle Hill, and RUN all the way to Building 5, getting there just on the dot, but exhausted."

That paragraph is a recent communication from one of the employees at Plant One. It tells only half the problem, which is more important than being merely an inconvenience to employees.

Traffic congestion between shifts and the parking problem at Consolidated have been getting steadily worse. And you—that means all of you who now drive cars to work—are the only ones who can do something about it.

Under present conditions, think what would happen if San Diego were subjected to an air raid. Or we could cite several other things if Mr. Moto weren't so interested!

The company has done everything it can to relieve the situation. It will continue to do whatever is humanly possible. The rest is up to you, because there just isn't enough space for everybody.

Navy Hull has solved its part of the problem already. Various car owners in the department got together and arranged to bring others with them and take them home. When they got through coordinating the idea, instead of the 244 cars already available, they had cut down those needed to 124—practically 50 per cent!

As a reward for their enthusiastic co-operation, John Tracey, architectural assistant to the plant engineer, announced Navy Hull cars would be given a special parking area immediately. He stated the area would be marked and that windshield stickers would be issued so that only cars displaying them could get into the special lot.

If all departments do the same, there will be enough parking space to reserve for them, too. Doubling up would benefit national defense and save wear and tear on tempers. Simple, isn't it?

Last month a form went to each foreman and leadman with a request for specific information from each employee and asking that they double up on cars wherever possible. Each was asked for: his clock number, name; auto license num-

ber; shift; whether he would be willing to carry passengers; how many; from what part of town. Navy Hull cooperated with surprising results. Let's all follow their example!

A 50 per cent reduction of cars for the entire plant would mean much. It would cut down traffic congestion; enable everybody to get to and from their parking spaces sooner; and it would cost less to operate individual cars. That's important, because your cars may have to last you a long time. A good thing to remember, too, is that the mere fact of being an aircraft worker will not necessarily give you a priority for tires or gasoline.

In accord with the President's appeal for all-out plane production, plans are being considered for instituting a 24-hour, seven-day work week. Three shifts are possible. This has a direct bearing on the parking problem. Without full cooperation from every department toward cutting down on cars, it will be impossible to provide enough parking space if the three-shift program is adopted.

How about it, fellows—are you with us?

## Aeroquiz

Q—Does a bomb released from an airplane fall straight to the earth?

A—No. Because of the speed of the aircraft the bomb moves forward, as well as downward, in a curve. Dropped from a bomber flying at 200 mph at an altitude of 10,000 feet, a 500-pound bomb will strike the earth  $1\frac{1}{4}$  miles ahead of the spot where it was released.

Q—What is the origin of the names the British give their bombers, such as Wellington, Hampden and Blenheim?

A—Wellington and Hampden were British military heroes. Blenheim is the name of a famous battlefield.

Q—Are any of the combat aircraft now in production in American factories biplanes?

A. No. With the exception of some training ships, the monoplane has displaced the biplane in modern military airplanes.

Q. What is a "saw-tooth climb?"

A. A maneuver utilized during test flying to determine an airplane's climbing and altitude performance. The pilot flies at specified speeds for definite intervals at various altitudes.

VISIT

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# Police Recover Stolen Tools



**STOLEN TOOLS RECOVERED**—Above, left to right, Sgt. James Johnston, Capt. W. H. Shattuck, and Chief George J. Tompkins are shown looking over a pile of tools that were recovered in a "shakedown" at Plant Two. Below is shown the individual "haul" of one of the employees. The tools were found in his home. Left to right, Sgt. Ivon J. Smith, Capt. George Roth and Chief Tompkins.

"An all-out war on tool thieves has been declared by *Consolidated Plant Police*."

With this terse statement Chief George J. Tompkins ordered increased vigilance over *Consolidated* workers leaving the company grounds and illustrated the seriousness with which the police are regarding a recent flurry of thievery at *Consolidated's* two San Diego plants.

As a result of plant police action last month three men were apprehended, fined \$100 apiece, given 30 days suspended sentences and dismissed from *Consolidated* employment. Over \$300 of tools and ma-

terial taken from *Consolidated*, found in their possession, was confiscated.

In discussing the case Chief Tompkins said the police had been checking on the men for three weeks before they found sufficient evidence. This particular case involved one of the largest amounts of stolen goods yet uncovered by the plant police who, in the past two years, have contributed evidence for 50 convictions for similar thefts while losing only one. Sentences for these convictions ranged from 30 days to two years and the amounts involved between \$25 and \$75.

Additional police have augmented the

*Consolidated* force, making possible more frequent "shake-downs" at the gates. Although the police must be even more alert for evidence of sabotage, their duties in this line will not detract from their checking for stolen tools.

In pledging full police effort for the duration, Chief Tompkins said,

"We are in this business to see to it that nothing interferes with the maximum production of *Consolidated* planes. What some men do not realize is that to steal in any form is a punishable offense. If the property they take is Government owned, they are liable to Federal prosecution. Our duty is to protect the property of the Government, *Consolidated Aircraft* and the thousands of men and women who work here against the petty self-interests of a few individuals. The seriousness of the situation has increased tremendously with the developments of the past month but we have taken steps to cope with it and aim to see it through to the last man."

## Home Building

Homes for aircraftsmen are creating greater economic benefits for Pacific Coast communities, according to reports of the Aviation News Committee.

Surveys just completed at San Diego, Los Angeles and Seattle show that building for the first 10 months of 1941 totaled more than \$206,000,000, an increase of more than \$80,000,000 over the same period in 1940.

These three communities are the West Coast's centers of aircraft manufacturing—an industry that has been hiring new employees by the thousands. And as the combined aircraft personnel of the three areas has virtually doubled since the first of the year, a substantial portion of the new building went into homes for these workers.

### Examples:

San Diego, site of *Consolidated Aircraft Corp.*, Ryan Aeronautical Co., and Solar Aircraft Co., reported a building volume of \$48,862,685 for 1941, an increase of \$36,966,574 over 1940.

Seattle, home of Boeing Airplane Co., saw building rocket to \$23,222,895; up \$11,515,695 over the same period in 1940.

The City of Los Angeles reported a volume of \$75,359,144 in 1941 building, as against \$63,202,095 for the 1940 period, while 10 adjacent communities had a building volume of \$59,076,023, an increase of \$20,541,323 over 1940. In this area are located the plants of Douglas Aircraft Co., Lockheed Aircraft Corp. and Vega Airplane Co., North American Aviation, Inc., Northrop Aircraft, Inc., Vultee Aircraft, Inc., and a number of engine and accessory firms.

**O.P.O.** *Keep Your Budget Thrifty* **\$18.50**  
**SUITS and TOPCOATS are ONLY**

**LUXURY CLOTHES . . . AT ECONOMY PRICES**

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**Zipmaster TOPCOATS**

With All Wool Zipper lining. Zip in for cold days. Zip out for cool. **\$18.50**

**Tuxedos and Full Dress**

Rich-looking garments, tailored with famous Skinner's Grosgrain facing . . . **\$18.50**



**Hard Worsted Suits**  
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Nationally advertised watches, diamonds, jewelry and gift items for every occasion.

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# About the Shop . . .

## HEAT FROM BLISTERS

By Bill Cook

Along with the rest of the plant, we of the Blister Department have settled down with grim determination to speed up production. Our aim is expressed by Russ Bailey and his department Inspectors in the motto hanging over the Inspection table, "We'll set the Rising Sun Now."

The boys of the department chipped in and purchased two large American flags, and we intend to "Keep 'em flying."

Bill Kugel, one of the oldest men in the department was the first to sign for the local emergency defense work. We're proud of you, Bill.

A report comes to us of our first blackout victim. Frank Bailey, night supervisor, was the unfortunate person. Frank, who is always on the alert to help some maiden or man in distress, (this time it happened to be a man) offered to assist some old fellow drive home in the blackout. The car was parked in an area where excavating is going on. Frank, unable to see, stepped in a deep hole which contained about two feet of water. Frank, not being very tall and a bit (quite a bit) on the chubby side, couldn't get out. He did not have his usual equipment such as flares, water wings, and so forth, with him and his deep voice died down to a meek whisper after calling for help for some time. Frank was resigned to his fate—inglorious death in a mud hole in *Consolidated's* back yard.

In a last effort to live, Frank let out a sound that sounded somewhat like a (mama) doll but a passerby heard this cry and came to his aid. Bailey, weak from shock and exposure, was unable to help himself out, and the would-be rescuer couldn't do it alone. He had to call for assistance.

History was made that night, but Frank lived to tell about his dreadful experience of being trapped in the bottom of a mud hole.

\*\*\* (The above report remains as yet unfirmed.) \*\*\*

F. M. Sarri and Elise Reed, local nurse, were wed at Yuma, Sunday, Dec. 14. Sarri says the fact that Elise was a nurse had nothing to do with it.

George Lam, bowling team captain suffered a heart attack recently. The entire department wishes you a speedy recovery, George.

Bob Laffoon and Loran Wilson have been named as leaders for the leadman's conferences. We are quite proud of them, as this makes three leaders to be supplied from the Blister Department. Good luck fellows in your new assignment.

## JIVE FROM F. P. 5

By Vic Spies

This is the fourth night, after an eleven-hour shift, that we have attempted to reach the deadline, only to be blacked out. Being on the last turn this trip and the warning whistles already at it, we are pecking this out in the dark. The following is the result.

CHANGES: H. L. Carlisle came up from Plant One to take charge of the bargain basement pullers. . . . Ken Macauley chalked off his set-up labor and returned happily home. . . . Joe Kirkpatrick finally got away from it all after a week-end bottleneck that blew a lot of corks. . . . Eddie Foster, who left dispatching to tend store, shelled out to check stock between Home and the Deep South. . . . and Ed Bartlett left stock to dispatch for bench, on his own.

"Let's Set The Rising Sun!"

PROGRESS: Ed Stewart, Harvey Muck and company received the A.V.O. honors from Perry Ogden on the banishing of shortages in the new

divisional stock stations. Mr. Ogden's plan for erasing delays in production is now flowing smoothly. Immediately word came from all departments that the pick-up of ships-per-day was on the double. The pass word is "Remember Pearl Harbor!"

"Wanted: Thoroughbred dog. No mongrels or japs need apply!"

SUCCESES: Kelly Barnes is the efficiency expert under Bob Graham. . . . Whitey Durkin is on his own side of the aisle for a change. . . . Hail the Women Workers! . . . Swede Hansen is squaring off one station after another. . . . Pappy Duncan gave up his post to Duane Benston to aid Paul Mann dunk crumpets in the tea urn.

"Bombs for Benito!"

TRIUMPHANT: Paul Smith bade farewell to lead dispatchers and became leadman in the station group, carrying on nicely. Fine fellow, even if he did inform us of an intense (stated mildly) dislike for us after dragging Arkansas into the dither. Alas, no more bulletins, and heaven knows a good laugh is needed these days!

"Hang Hitler!"

FACT: Despite the newscast, authenticated and verified, that Johnnie Wilburn thinks a blackout is just another shortage, it got around that Johnnie made leadman.

"Let's Show 'Em!"

KING PINS: Baldy Pinnell, Dad Upshaw, Rex Little, Buck Buckle and Charlie "Ping-Pong Hammer" Hickey are now at their stations and have everything under control. Bill Aldridge sees that they get the goods. Tim Bridges, Earl Hougnon and Ralph Morrow have prepared mezz two, building three for the speed up, with cotton in their ears.

"From Hawaii To Hades For Hirobito!"

READY: M. F. Van Osdoll and Jack Campbell awaiting the call to return to their outfits. . . . E. G. Boettiger expecting the summons momentarily. . . . Blueprint Clerk Briggs gone to sail the seas. Good luck.

"Keep 'Em Rolling, Keep 'Em Flying, Keep America From Dying!"

Until next time, remember: The road to Victory is not built with good intentions but with mighty effort! HAPPY NEW YEAR!

Signs seen in the plant:

Let's Set the Rising Sun

So the Stars May Shine.

Their J I G is up

a t e

p a r

a l m

n y a

n

y

Now—  
EACH WORKING HOUR  
COUNTS MORE than EVER



KEEP SAFE  
and  
KEEP BUSY

"Keep 'em Flying!"



## THE WOODSHOP AT NIGHT

By G. L. Nielsen

J. W. Ford spent Thanksgiving in Pocatello, Idaho, with his wife. The thermometer dipped to seven below zero while he was there and for that reason he was glad to get back under San Diego's sun.

For 12 years Johnny Melega has planned to return to his native Cleveland, but he can't make it this year as vacations have been cancelled.

Nelson Hodina, Woodshop financier, has his pupils expanded for a new car. It appears that a newer model with more of a "pick up value" is needed by this eligible bachelor.

Among other things the war has stopped is the private flying training of two potential aces, Grant "General" Nielsen and Mac Gray, veterans of one hour in the air.

Speaking of things military, L. D. Golledge and M. Solomon are looking for a chance to join the Air Corps, and Al Dibbs expects to go into the Marines as soon as he is able to make up a deficiency. Another about to enter Uncle Sam's army is A. Santher.

Our foreman, John J. Cossar should have some interesting tales to tell. As a young man he worked in a factory for seventy-five cents a month. He has crossed the Atlantic 17 times, made one trip to Bombay, India, and two trips to Paris.

Well, woodchoppers here's hoping you enjoy a happy and prosperous New Year.

## JIGS & FIXTURES, NIGHTS (Plant Two)

By Al Knutson

C. H. Hovey and J. W. Gautier are sporting new leadmen's buttons. Carl is leadman in the Outer Panel Wing Bucks, and Jimmy is set-up leadman in the Center Section Wing Bucks. Congratulations, fellows.

Proud papa in this department is T. D. Hill, former leadman in the Nose Section, Hull Bucks, nights. He's now on days. Incidentally, congratulations to you and your "better half," Ted, and thanks for the cigars—they were really fresh. No Kidding!

Come close, Gilbert, and tell us more. What's this we hear about you and Sally Rand? We don't have to wonder much about what our "Beau Brummel" clerk from Nebraska is doing in his spare time, these days. Seems he has a friend from his home state in San Diego, now.

Although a new type measuring-meter seemed to be a success for those in the department who learned how to use it, we learn now the chap

who gave it to the department has taken it back. Indian giver!

Two more new papas have been added to the department, recently. They are R. P. Summers and H. E. Johnson.

"Red" Spencer, former leadman, is critically ill in the hospital as this goes to press. A collection was taken up among men who worked for "Red", and they managed to scrape together more than 100 dollars. This was given to "Red" as an expression of our sympathy and a token of friendship. We heartily wish him a speedy recovery.

In the recent change-over involving supervision of the two shifts, H. Gillen became foreman in charge of our work in Building 3, and R. Tyce, assistant foreman, was put in charge of our work in Buildings 1 and 2.

Men in this department have responded generously with donations for the purchase of flags to be displayed in our department—a good evidence of strong patriotism.

Bill Bertsch, from Missouri, doesn't have to be shown! He learns fast.

We'll try to add a bit now and then, so this department will be represented from now on in these columns.

## MECHANICAL MAINTENANCE

By Ray Garcia

First in our department to enlist was Charlie Jantz, Sheet Metal worker. He had only been out of the service a few weeks and with the outbreak of hostilities he was down to offer his services to the Navy in jig time. Nice going. Roy Noack, another ex-sailor, also led the parade. He will be called in due time, as soon as they get some of the new men straightened out. Wish we had more like the above pair.

Cigars were being furnished the department by "Whitey" O'Connell and Roy Shultz, a pair of beaming fathers. It was their first experience and both are doing as well as could be expected. Mothers and babies are, too. All our congrats.

We may not have the best basketball team in the country, but they'll have to travel some to top our uniforms, purchased by donations from the men in our department. Wonder what happened to the challenge we issued to Plant One Maintenance in the last issue of the *Consolidator*? Haven't heard from them yet.

If you want to have some fun, ask some of the boys from the middle west what is the biggest retreat since Napoleon stormed out of Moscow. Be ready to duck. You can call this writer for the answer.

## Shop Talk

(Continued on page 24)

## WANT A RIDE OR CAN YOU OFFER ONE?

Do you want a ride or could you give a fellow-worker a lift in your car to and from work?

Hereafter the *Consolidator* will serve as a clearing house for those who can help solve a transportation and traffic problem that is becoming increasingly more critical. We will devote as many columns as are necessary to carry the names of all employees who want transportation to and from the plant and those who have rides to offer.

If you want transportation, please list your name, home address, shift, and Plant at which you work (One or Two). If you have space in your car, the same information should be included, plus the number of people you can accommodate.

There is no cost connected with this service, and it is hoped that all who possibly can will enter into a cooperative effort that will help you, your company and your community.

Get your offers or your wants to the *Consolidator* NOW, by telephone, by interoffice mail or by calling in person. The *Consolidator* office is at 3355 Pacific, across the street from the main entrance to the plant, and the telephone exchange is 289.

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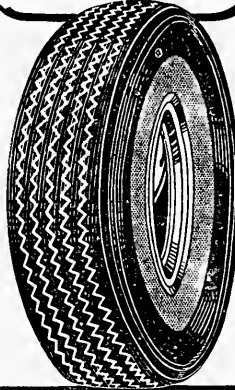
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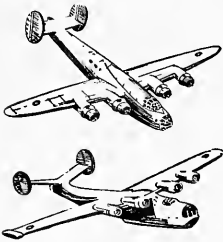
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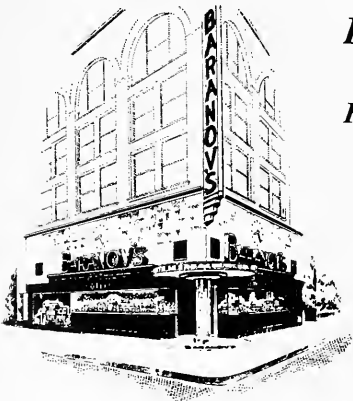
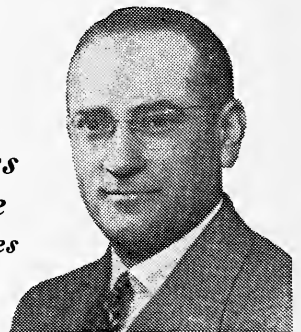
Your job is building bombers... ours is to get behind you and the men in uniform 100%... and to offer you the best in Jewelry merchandise on Lowest CREDIT Terms.

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# BARANOV'S

FIFTH AVENUE AT BROADWAY

# Consolidated Sports . . . .

By Ollie Painter

Glancing over the records of the Athletic and Welfare departments for the past year, it is remarkable the progress made in the various sports by the large number of employees who participated in the many events, particularly under existing conditions.

The recreation program was outlined by W. P. Gilchrist and Ralph Smith and carried on throughout the season despite a number of unlooked for handicaps; however, they wish to thank the many groups, which have cooperated so splendidly, for their efforts in carrying out a well rounded recreation program. While no records were broken in competition, the athletes participating in their chosen events did very well.

The Consair Employees' Athletic Association, with its two organizations, day and night shifts, is also to be congratulated upon its progress, brought about by the untiring efforts of "Brad" Bradshaw, president of the night shift; Jack Brown, first vice-president; Larry Nosko, second vice-president, and Claude Stone, secretary; and the day shift executives—Leon Jacobs, president; Cliff Muzzey, first vice-president; Charles Morgan, second vice-president; and Craig Clark, secretary. The organization contracted for the use of the Y.W.C.A. gymnasium and swimming pool, and members are using it full time. Although the organization is forging ahead each month, it should be supported with a 100 per cent membership.

During the 1941 season, naturally, baseball, golf and tennis, dominated sports in the summer, while bowling, basketball and swimming will prevail during the winter season, with accent on bowling, inasmuch as *Consolidated* now has more than 200 five-man teams bowling throughout the city.

## Swimming

Enthusiasts in water sports were highly elated over the results of a joint meeting of the various swimming clubs in the county, which was held in November. At that time an organization was formed to be known as the San Diego County Swimming Association. A tentative schedule of six meets was set up, starting on January 11, and ending with the county championship on April 11. The organization of water polo teams was also discussed at this meeting, and those who were present feel that more was accomplished during the three hours of this meeting, toward promoting swimming than had been gained in many years in this territory.

W. A. Clegern, Liaison Department, supervisor Final Assembly, is coach of the swimming teams and has quite a record

behind him. At the University of Oklahoma he was undefeated in the backstroke 220 and 440 yard events. He also coached at Oklahoma and won the Missouri Valley and Big Six championships for two years.

## Basketball

While the season is just getting under way, the All-Star team has already demonstrated that it is one to be reckoned with at all times, having won several games during December, and a very heavy schedule is set for January. With any kind of a break the outfit should win the championship.

A total of 58 teams have been formed to date, with three eight-team leagues playing on the day shift, and two eight-team leagues at night, the balance being independent organizations.

## Golf

This all-year outdoor sport gained in enthusiasm each month during 1941. More than 304 entries participated in one event at the La Mesa Club. Russ Osgood, Commissioner, scheduled a monthly sweepstakes that averaged more than 100 in attendance at the San Diego, La Jolla, and Rancho Santa Fe Clubs.

The Maintenance Department, under the jurisdiction of Pete Likens, also scheduled monthly sweepstakes which attracted large fields, and the events should gain in popularity with the coming of spring.

## Baseball

The *Consolidated* All-Star team certainly played well throughout the year. It has lost only four games and is at present leading the winter league, mostly because of the marvelous work of Bob Williams, who has struck out 58 men in four games, which should be some sort of a record.

Manager Athos Patrick Sada resigned to become a San Diego policeman, and his duties will be carried on by Ashley Joernt of the Maintenance Department.

An eight-team league is now finishing its first round and will continue for another seven weeks. With the increase in personnel during the next few months, however, it is anticipated that many more teams will be organized in the spring.

## Boxing

This sport has gained in popularity during the past season. "Husky" Velasco had more than 80 boxers working out on the night shift, and Cliff Muzzey, boxing commissioner, has had more than 50 on the day shift. He is at present building up several boys who will participate in the Golden Glove Tournament later in the season.

## Bowling

While the season is just about half over, keen interest is still being displayed by the kegglers. Many interdepartment challenge matches have been arranged and will continue throughout the season.

## Tennis

This sport also gained in popularity during the summer, and more than 340 competed in the singles and doubles tournaments.

## Tumbling

The weight-lifting and tumbling group, under the direction of Jack Brown on the night shift, has had about 30 men out, with Ed Ferlin of the Wood Shop being the bottom man for hand balancing. Phil Haffner has been doing good work in the one-end dead lift event, coming within a few pounds of the national record of 330 lbs., having boosted 316 pounds. He got the 300 up half way, but lost his balance.

John Byrne is in charge of the day shift teams, and has an excellent turnout in tumbling. He is also doing fine work in the fancy diving events.

## Gun Club

While this sport is new to *Consolidated*, it is also gaining in popularity, and a meeting has been called for Tuesday, January 6, to formulate plans for the coming season. There are a number of very fine shots in the plant, including Otto Menge, head of the Photo Laboratory, and it is our understanding that Major Fleet can also knock over a few birds when in the mood.

## Soaring Club

This air-minded event has been advancing by leaps and bounds under the able supervision of Jimmy Spurgeon. It already has a full membership with a waiting list, but with airplanes being grounded by the government, the club may have to lie dormant for a while.

## Wrestling

The grunt and groan artists are getting together in great shape, and Danny Wharton of the Draw Bench has consented to teach newcomers and develop wrestling teams. He knows what it is all about, having won the county championship seven or eight times, and is available Wednesday and Friday afternoons at the Y.M.C.A. gym.

## Ice Hockey

No headway has been made in this particular sport, although more than 75 skaters signed up, because of the difficulty of organizing teams and securing a rink.

*Sports* (Continued on page 31)



One of the eight to receive the 15-year gold and blue Consolidated emblem was Joseph M. Gwinn, Jr., chief production engineer, shown here accepting the award from Major Fleet. Center picture shows part of the 320 five-year men waiting to receive their buttons.

"This is my last official act." These were the words of Major R. H. Fleet as he stood on a flag-draped stand in one of the buildings at Plant Two the afternoon of December 19 and distributed five, 10 and 15 year service award pins to more than 350 employees.

The ceremony was opened with selections by the *Consolidated Aircraft* band conducted by Ed Borgens. As the music died away, the chatter of rivet guns took up the tempo which was regarded as appropriate and "sweet" music, too, by Mr. Edgar N. Gott as he arose to introduce Major Fleet.

"It is a pleasure to be here and give

out these pins," said Major Fleet. "This is my last official act for I have resigned as President of this company and chairman of the board of directors." He went on to describe the transaction that placed the direction of the company into other hands and assured his listeners that the new regime would carry the company successfully through the war and into a prosperous commercial business when the peace is won.

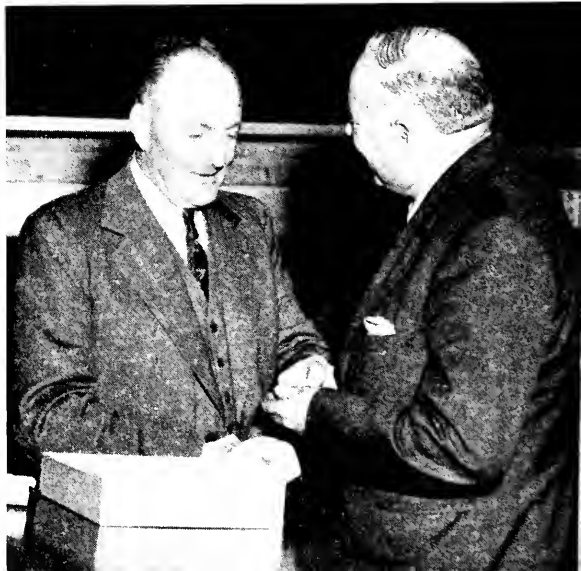
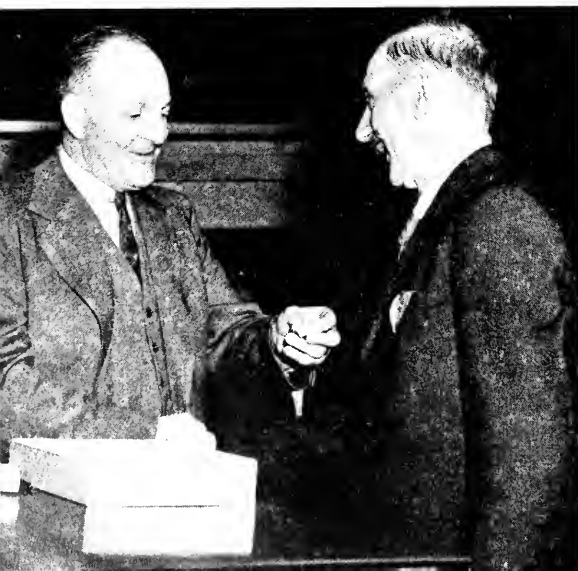
Major Fleet spoke of the "team" he had built up and closed with the heartening remark that after a little rest he "would return to coach that team."

Service pins were given first to the men

## Major Fleet Awaits As Last Act

who have been with the company 15 years. As their names were called by J. H. Waterbury, personnel director, the men stepped forward to receive their pins and a warm handclasp and greeting from Major Fleet.

Some of those who received five-year buttons from M. S. M. "Dod" Shepard, Maintenance Department; J. Factory Supervision, Plant Two, and Ernie J. Kurtz, c





F. D. Schnacke, vice-president, general counsel and director of the company, is shown as he received a 15-year service button from Major Fleet. Mr. Schnacke has been with the company since Dec. 1, 1926. J. H. Waterbury, personnel director, is in back of Mr. Schnacke.

## Awards Service Pins Official Act

The pins were presented in the order of service and the first to receive the award was Walter R. Panke, who started with the company April 26, 1926 and has been with it 15 years, seven months and 25 days. The other 15-year pins went

Fleet are shown below. In the pictures, left to right, are Giovonoli, assistant plant engineer; Whitey Duke, of plant to Otto Menge of the Photographic Laboratory.

to Charles T. Leigh, R. F. Weidner, J. C. Eaton, R. A. Miller, I. M. Laddon, S. D. Schnacke and Joseph M. Gwinn, Jr.

Ten year service pins were distributed to 26 employees and 320 pins were given to employees who have been with the company for five years.



The general design of the emblem is shown here. The 15-year buttons have an outer circle of blue enamel with a 14 carat gold eagle. The 10-year buttons have a green circle with a sterling silver eagle and the 5-year buttons have a bronze eagle in a red enamel circle.

The complete list of all employees who

received service award pins follows:

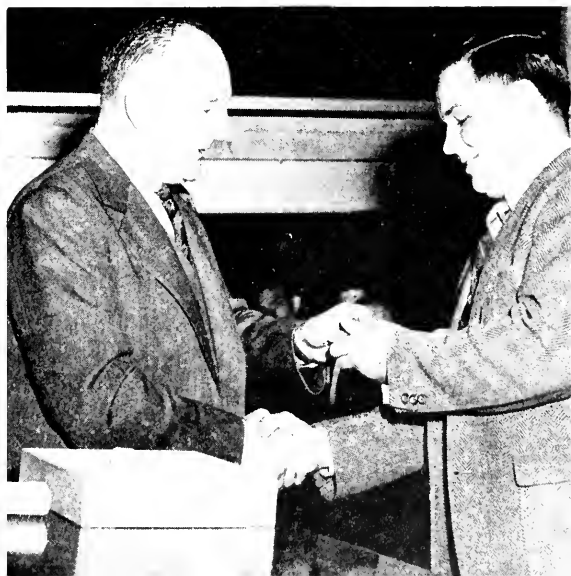
### Fifteen Year Pins

Walter R. Panke	R. A. Miller
Charles T. Leigh	I. M. Laddon
R. F. Weidner	F. D. Schnacke
J. C. Eaton	Joseph M. Gwinn, Jr.

### Ten Year Pins

John P. Strachan	C. F. Wagner
Roy F. Webber	I. D. Chaplin
Henry J. Lriegel	Walter J. Kuciewicz
Theodore Pawlicki	H. K. Growald
Paul R. F. Schrenk	P. A. Carlson
Frank Morse	H. C. Hatch
Jack A. Bearss	E. I. Voelkle
Alan W. Abels	W. M. Schlagenhauf
Thomas M. Hemphill	Adam E. Rominger
John S. Bailey	F. T. Gahlbeck
B. H. Kugel	H. L. Muck
K. R. Jackman	W. F. Ingold
Theodore P. Hall	Preston Lockwood

(Continued on page 22)



## EYEGLASSES ON CREDIT

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# Office Chatter . . .

## PLANT POLICE NOTES

By K. A. Sears

News from down Elizabeth City, North Carolina, way arrived in the form of a letter from Nelson Hazeltime, one of our three "wandering" Consair cops, about their trip to that distant city. Sgt. "Mark" Markowitz and Charles Willingham seemed content to just gasp and recover from the trip.

The letter, addressed to Captain Jones, closed with these remarks by Hazeltime, "Your shift is spread out a bit skipper, but we'll be on the job." We know they are just that and send the boys regards from all the rest of us.

We were left with many questions in our minds about the little lady in red who was mentioned more than once along the trail from Los Angeles to the disembarking point. Since not much was said, and a U.S. Marine was concerned, we expect the leatherneck had that situation under remote control, too. He spoke of changing hostesses just like you'd change socks, the only difference being that he took off two and put only one back on. The boys must have run that obliging hostess to death.

Until the new gatehouse at Gate Four is put up, Teater will continue to use his "dog house."

Another of those lightning assignments took Jim Pierce and Roy Merrill off for a period of five days to what seemed like the end of the earth. The boys stood 12 to 18-hour watches every day and didn't even have a change of socks. They were more than surprised when they returned to hear of the 6-day-old war with Japan and the Axis.

Captain Jones enjoyed four days of his vacation and got as far as San Francisco before the war started, and he hurried back to the grindstone.

Chief Tompkins and some of the boys burned lots of midnight oil tracking down a series of petty thefts and those creating them and were rewarded with a few convictions in police court. The evidence is illustrated in the pictures accompanying the article in the fore part of this *Consolidator*. In addition to this, a number of dismissals from the Plant were obtained against those who were caught attempting to take company property through the gates without authority. We feel confident the honest workmen's tools and equipment can be safeguarded successfully by the elimination of those chiefly responsible, and expect our recent successes will measurably stop thefts.

Because of the number of false alarms, coming over the emergency telephone, caused by people dialing the wrong number we would like to solicit the help of everybody by asking that more care be used when dialing any number with one or more "fives" in it so that the emergency number 555 is not missed inadvertently.

## PERSONNELITIES

By Virginia Garland Pixley

Our office Christmas party this year followed the same general lines as the one we had last year. Each girl brought a nice present and an amusing 10 cent one for the co-worker whose name she drew. At last year's party, we recalled, Dickey requested a man. The answer came in the form of Bob Combe, who was suitably adorned with ribbons and presented at the proper moment.

Irene Jenkins Schroer, a very popular former co-worker of ours, has returned to San Diego. She will not be working with us again (full time housewife, instead), but we expect to see her often at the parties the girls have planned.

Grace Holm Fath is out of the hospital after a successful operation, but will have to regain a little more strength before she can return to her work. She sent us a nice thank you note for the

roses we sent her and claimed she could barely "push the pen around." The girls of Plant Two Personnel gave Grace a pink, quilted bed jacket. It was pretty and all frilly n' stuff. We surprised her on her birthday which was the twenty-second of December. We felt sorry for anyone with a birthday so close to Christmas and arranged something extra special.

Gene Rhoda was forced to leave for a long rest. A royal welcome awaits her when she returns. Get well in a hurry, Gene, we've got lots of things to do!

Gerry Stanley spent her vacation at Sun Valley. She was somewhat disappointed because there was no snow but apparently she had fun judging from the snapshots and other stuff she brought back with her.

Marion Frank packed her powder puff and went over to the Army Office. She's still a neighbor but we won't see as much of her as we would like to.

We learn with regret that Louise Fisher is very close to pneumonia. Here's our best wishes for a quick recovery. Another cut down by illness was Ruth Weking and a mixed bouquet was sent with the hope that it would ease the pain in her sore throat.

## SPARE RIBS

By Julie Pedroarena and Margaret Tuttle

"Ginny" Lehmann's ability to dial Extension 271 with both eyes closed is steadily improving . . . Leith ("Cookie") MacIver finally intends to do something about that abbreviated "holy" shirt . . . he's collecting . . . Maestro Edwardo Kellogg beating it out, "boogie-woogie" style with a handy little gadget commonly known as a "fly swatter" . . . Just what sort of "charms" are U.C. L.A.'s walls lined with that attract our Bob Bouton so? . . . Starry blackout nights should be of great help to Coronado's most eligible bachelor's plight —(right, Johnny?)

AT THE PRODUCTION ENGINEERING FORMAL SHIN-DIG—Jess Brown and "sprightly spirits" were definitely walking in the same direction . . . Frank McCachern, Jimmy, Vida Albin and our little "Parky" seemed to have taken the long way out . . . umm, we must be in Reversa!

"Dot Gott Jack" sounds like a bad pun but it's really true, little kiddies. The gay cavalier of the Spares Department is resigning from the Bachelors Club. The lucky lovely is Miss Dorothy-Lu Christensen of Vallejo, California. . . Johnny Herman's "Heart" said "Yes" via air mail. Johnny sent the ring to Marie Pitlock of Chicago and come Spring Johnny will begin to show an interest in the rising prices of Nylons. Good luck to you both.

The Spares gals, we hear, are taking up a collection. Seems they are going to buy Frankie Torrez a new brand of pipe tobacco. Must you, Frankie? Those in Production Control Department are either all Snow White enthusiasts or they harbor a healthy distrust of the Blue Print kiddies. Their theme song is "Some Day My Prince (?) Will Come."

Overheard in the neighborhood of the Inner Sanctum: "Parky", take a letter. Dear Santa, please send me another Hager for Christmas. Very Truly Yours, Guess Who?" . . . Ray Hobson tangled with another racing car last Sunday but finished a good second in spite of it. For Heaven's sake Ray, Pu-lease be careful! . . . Jess Brown presented the little women with a lovely new baby grand piano recently. We wonder what dog-house HE was trying to get out of. . . When Tuttle was recently gifted with orchids two nights running, Patty Murphy tossed her raven tresses and quipped with, "Just send me FOUR



ROSES." Tsk, Tsk. . . . Martin Gallagher still insisting—"I'm a GOOD man". . . .

Bessie Wardman's husband was on the island the Sunday it was bombed. Bessie, completely ignorant of his fate came to work Monday night with her chin up and went quietly about her work. In the times to come, we might all profit by her splendid example. Nice going, Wardman—and nice going Bob Gleason for your grand work with the National Guard.

### TOOL DESIGN TID BITS

By Maguire

Sorry I was out last month. Thanks to everyone who sent good wishes while I was ill.

This month we are introducing our new department heads, Mr. G. A. Theobald and Mr. C. O. "Chuck" Karmen. Also the name of our department has been changed. You'll find us in the phone book as the Planning and Processing Department. Though we're a small cog in a big machine, we have geared up our cog to help roll that machine through the cherry orchards of Japan.

The A. S. T. E. has started a chapter in San Diego with 150 members, the largest chapter membership in the history of the organization. About 80 per cent of the faces in the group were C. A. C. boys. If you're interested, see G. Cline, the treasurer-elect.

Christmas eve, Miss June Johnson said "yes" to W. J. Shriver. Some Christmas, eh?

Mr. and Mrs. E. Kahn announce the arrival of Robert Merle, who weighed in at 8 pounds, 12 ounces.

The results of a challenge bowling match between the night and day shifts proved conclusively that the night shift had better practice a little more.

I can't say a word about Marcella. She wasn't transferred to our new department.

The Flying Club under Mr. Dobner's direction is coming along fine. If you really want to fly, see him (or the nearest recruiting station).

Gus Grossaint didn't have to wait five years—Miss Dorothy Berger finally gave up.


*Office Chatter*

(Continued on page 27)

### SUN VALLEY SERENADE



Hope the movies will excuse our borrowing this title 'cause it fits perfectly the situation in which we find Beryl Erickson, Consolidated ferry pilot, and his bride, the former Billie Hammill of Los Angeles. They were married in Los Angeles, Dec. 14, and spent their honeymoon at Idaho's well known Sun Valley resort.



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STANDARD SET BY LAW**

## Health and Welfare Mobilization Asked

Following is the text of an appeal sent recently by Federal Security Administrator Paul V. McNutt, director of Defense Health and Welfare Services, to the Governors of all States urging complete mobilization of State health and welfare services to meet the wartime emergency.

### Urged to Take Immediate Steps

As Director of Defense Health and Welfare Services, I urge you to make immediate preparations to care for those civilians whose well-being may be jeopardized by enemy action.

The prevention and relief of suffering growing out of wartime disaster is a function of government. Regular State agencies operating health, welfare, and educational programs have already been making plans for necessary defense expansion in collaboration with State defense councils, the Office of Civilian Defense, and this Office. Federal agencies are agreed that the needs growing out of war should be met through extension of peacetime services rather than through the establishment of new agencies and new facilities.

In each municipality and county in your State public authorities are already operating peacetime health, welfare, and educational programs which properly form the nucleus of wartime activities. Many communities, possibly the communities in your State, should not only plan for the extension of their present services but should also prepare to provide whatever additional services may be necessary in case of attack or sabotage from without or within.

### Wartime Services Needed

The wartime social services that should now be developed include those for the care of persons who may be rendered homeless or needy through beligerent action. Provisions must be made for the shelter and feeding of such people, possibly in large numbers. Those communities which are already operating municipal lodging houses and municipal restaurants should plan to expand those facilities as necessary. Communities with home registration bureaus should consider what additional facilities may be necessary in case large numbers of people become homeless. Communities where there is as yet no framework for emergency housing and food distribution should establish a basis for such action as may be needed.

Persons rendered homeless may need immediate cash assistance to permit them to purchase necessary food, clothing, and equipment so that they may continue as nearly as possible in their regular pursuits. People whose work relationships are disrupted, and families of wage earners who are injured, are also likely to need cash

aid. Many States and localities do not have an adequate system of cash assistance; Federal aid is not available without statutory enactment. Pending necessary legislative action, however, I trust that you will ask the appropriate State and local officials to canvass the situation against the time of such need.

The U. S. Public Health Service is in contact with health authorities and is prepared to advise them on the supplementation of regular peacetime services. The Office of Civilian Defense is also working with State and local health departments to establish such health services as may be necessary in wartime.

I know that you and the agencies under you—and all appropriate municipal and county authorities associated with you—appreciate your own basic obligation to provide wartime services as a part of our concerted national effort. There is imperative need for immediate, detailed planning and organizing on the part of duly constituted Government authorities; I stress this necessity with all the urgency at my command. At the same time I would point out that every effort should be made to prevent misguided zeal or hysterical activity. The emergency planning and organization which I now urge you to mature will be the most effective safeguard of community defense for your people and your State.

## New Assignment Takes O. H. Snyder to Dayton

Mr. O. H. Snyder has been relieved of his duties as Contract Administrator in charge of Army contracts and has been made our Dayton representative for contact with the Materiel Division. Mr. Snyder arrived in Dayton December 22.


Until other arrangements are made all mail and communications should be addressed to him in care of The Dayton Biltmore Hotel, Dayton, Ohio.

Copies of all correspondence and data, production bulletins, etc., pertinent to Air Corps contracts, should be sent to Mr. Snyder the same as they are now being sent to Mr. Weihmiller at Washington.

## No Insurance Deduction

The Management is pleased to announce that no deductions for group insurance will be made from your pay checks for services rendered during the four weeks ending December 31.

Because the average age of our employees in the group insurance plan is lower and claims have been smaller than expected during the past year, credits have been received from the Aetna Insurance Company which make it possible to omit usual deductions for the period stated in the foregoing.



*New*  
**GRANT  
COFFEE  
SHOP**

foremost in  
beauty, cuisine  
and service

*Finest*  
**IN  
THE COUNTRY**

Complete lunches  
and dinners  
start at  
**53c**

## Discuss Defense Plan At Joint Meeting

At a recent joint meeting of the Realty Board, the San Diego Advertising Club, and the Optimists, at the U. S. Grant Hotel, plans were discussed for San Diego's defense. Chairman of the meeting was J. Clark Chamberlain, chairman of the city's civilian defense council speaker's bureau.

Speakers included, Capt. B. B. Mills, organizer of the Ocean Beach air raid warning system; William F. La Monte of the defense council's public relations department, and Dave Goldstein. Mills and Goldstein were able to introduce their personal experiences into the meeting since both have undergone air raids in London.

La Monte praised cooperation given by the press and explained the new radio set-up by which three radio stations have arranged a uniform control which will

### BLACKOUT MATERIALS

The following telegram regarding blackout materials was received by the National Better Business Bureau from Edgar J. Kaufman, special advisor of the Office of Price Administration:

*"Would appreciate your cooperation in attempting to prevent purchasing of materials for blackout usage. It is intended that no new yardage be used for this purpose. There is no official blackout cloth or materials. Materials now in the homes and waste materials should be used for this purpose. Will you please advise your local offices that it is our policy to discourage use of any new materials. Present wave of buying will seriously hinder war effort. Thanks for your cooperation."*

Edgar J. Kaufman, O.P.A."

Retail stores have been asked to display window signs advising the public not to buy any materials for blackout purposes, but to use some material already in the home.

### FIRST AID SET-UP

Numerous inquiries have been received regarding an emergency set-up in event of a disaster. Plans are being formulated to handle such a situation and will soon be published for those concerned.

First Aid Stations will be complemented by physicians and nurses or attendants.

Plans include the removal of any injured and their disposition to a designated hospital.

Should it become necessary, certain employees will man stretchers and stand by at designated stations.

J. R. McDONALD,  
Safety Supervisor.

make it possible for one man to interrupt their programs and to broadcast simultaneously. The broadcast will be received by anyone listening to these stations.

A public information bureau has been set up by the defense council, La Monte announced. The telephone number is F. 8981.

It was also announced that a blackout film soon will be released to all theaters in the city. The motion picture is designed to show what the individual should and must do during blackouts.

Mills pointed out that a single small light is sufficient for the enemy and warned that only a complete blackout will be tolerated. He explained that he had been instructed by police to organize Ocean Beach along the lines set forth by the national civil defense office. There is a warden in each block and he is responsible to a senior warden in charge of a section. Wardens in their respective blocks will notify residents when there is a blackout warning. Police will be notified if householders fail to comply with instructions to turn out all light, Mills said. Persons arrested for noncompliance will be subject to a \$500 fine or six months in jail.

Goldstein warned that San Diego might be endangered by the fact that too many persons still contend "that it can't happen here." "Our very optimism makes us vulnerable," he said.

## To Ration Auto Tires; Tire Saving Urged

The rationing of automobile tires will begin on January 4, according to a government announcement. Sales will be made only to individuals who have ration cards or to fill military orders.

The cessation of rubber imports from the Far East has forced a reduction of nearly 80 per cent of the nation's crude rubber consumption, Leon Henderson, price administrator, told a recent press conference.

Purchase certificates will be issued through civilian rationing boards which will be set up throughout the country. Only individuals and agencies able to show that tire purchases are necessary to the "maintenance of industrial efficiency and civilian health," will be issued ration cards.

"For the time being production of new passenger car tires will be almost entirely eliminated," Henderson said.

Price ceilings on tires to prevent sudden advances when the present "freezing" order on sales has been lifted will be established by the OPM before the ration plan begins to operate. The ban was to

(Concluded on next page)

# SAVE 50% ON TIRE COSTS

## Let Us Recap or Retread Your Smooth Tires

FULLY GUARANTEED  
FINEST MATERIALS  
AND WORKMANSHIP

We will lend you tires  
while yours are being retreaded.

# Goodrich Silvertown Stores

ED. SCOTT, Mgr.

9th & B Street Phone Main 3131

# STORM- PROTECT YOUR HOME

*before winter comes*



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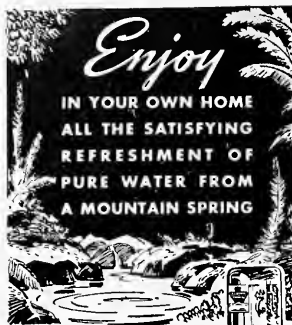
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"Just like a cool mountain spring in your kitchen." That's what thousands of healthwise California families say about Arrowhead Spring Water. Order your supply today and drink it —to your health!

## DRINK ARROWHEAD SPRING WATER

Fresh daily, from the famous Springs. Home Delivered, in 5-gallon bottles. ORDER YOUR SUPPLY TODAY.

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and Trust Company

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AT BROADWAY  
SAN DIEGO

UNION  
TITLE INSURANCE  
AND TRUST COMPANY  
JAMES D. FORWARD  
SAN DIEGO  
CALIFORNIA

## Ration Auto Tires

(Continued from Preceding Page)

have expired December 22 but will be extended to January 4 pending completion of rationing details.

In connection with the rubber conservation program the OPM has asked American motorists to save rubber by using public conveyances where possible and to hold pleasure driving to a minimum.

It was suggested by the defense agency that neighbors pool their cars, using only one to drive to work, instead of several. Housewives were urged to carry small packages home instead of asking merchants to deliver them.

In cases where autos must be used, OPM asked observance of 10 rules to make tires last longer:

1. Retread worn tires instead of buying new ones. The cost is about half that of a new tire, and will give about 80 per cent as much wear.
2. Reduce speed. Tires will last twice as long at 40 miles an hour as at 60.
3. Inflate tires weekly to recommended levels. Never let pressure fall more than three pounds below recommended minimums.
4. Do not stop short or make jack-rabbit starts.
5. Avoid striking curbs, road holes and rocks.
6. Check wheel alignment twice a year. A tire one-half inch out of line will be dragged sideways 87 feet out of every mile.
7. Repair all cuts, leaks and breaks promptly; delay may cause damage that cannot be repaired.
8. Change wheel positions every 5,000 miles.
9. Always get the tire made to fit the rim of your car; check with your garage if you are not sure what size tire you require.
10. Don't speed around curves.

## War and Traffic

### Take Their Toll

All America mourned what happened at Pearl Harbor, last month. The nation listened grimly to reports on the mounting toll of dead and injured—3000—and decided to do something about it.

Three weeks before year's end, however, few persons thought twice about a newspaper story which began, "ACCIDENT TOTAL REACHES 6000 ON S. D. STREETS—Traffic accidents on San Diego streets for 1941 had reached a total of 6000 yesterday, while 1711 persons were injured and 79 killed."

Only difference was that at Pearl Harbor, it was bombs; in San Diego it was automobiles! And *Consolidated* workers bear a large share of the responsibility.

If you think it can't happen to you,

read the following excerpt from a reprinted article handed to the *Consolidator* by J. R. McDonald, *Consolidated* safety director:

"J. P., one of my old schoolmates, was a master driver. It was a pleasure just to watch that boy back his big truck into a narrow alley, and he was just as good on the open road.

"But in his own car the accelerator had just one position—on the floorboard.

"J. P. lost control on a curve one day and his car sailed out in a freshly plowed field and rolled over. Only a few scratches, and J. P. walked away laughing.

"But another day, on a long straight stretch, it was a different story. Just a sudden shower and a little loose gravel washed on the pavement. You would hardly notice it at ordinary speed. But J. P. wasn't traveling at ordinary speed.

"J. P. didn't laugh that time. He didn't even walk away. They buried him two days later.

"With few exceptions, our narrow, winding highways, with countless intersections, private driveways, steep hills, narrow bridges and sharp curves, just aren't built for speeds of 70 and 80 and 90 miles an hour.

"Why don't you slow down—and live?"

## Service Awards

(Continued from page 17)

### Five Year Pins

D. E. Southwick	R. F. Perry
Gordon L. Paul	Elgin Dee Gardner
Albert Leonard	F. R. Gaughen
Jackson C. Palmer	W. E. Dake
T. R. Barthel	H. L. Cook
L. L. Crawford	J. H. Hamson
Geo. W. Alexander	R. I. Morse
O. C. Terrell	Adolph J. LeBeau
J. W. Stark	John W. Kelly
J. E. Frichtel	H. L. Smith
S. C. Greenleaf	C. B. Soule
N. W. Bouley	Martin Philip
W. M. Basile	James W. Fleet
M. J. Wells, Jr.	J. A. Watson
E. E. Jackson	H. J. Hays
H. W. Roese	W. R. Hall
Joseph A. Glibe	Andrew Drodgen, Jr.
R. M. Passenheim	T. C. Bunch
D. C. Gale	J. B. Maloney
Earl Hines	D. E. Greene
W. H. Renison, Jr.	P. V. Gaughen
J. O. Lockwood	C. A. Gerber
Leslie F. Aihart	C. E. Lowrie
F. E. Worster	L. E. Weber
H. G. Stone	Kenneth D. Carter
J. A. Morrow	C. W. Snyder
Arthur S. Mills	A. A. Hughes
A. C. Janda	F. W. Devlin
George Shicht	T. B. MacIntyre
J. C. Saunders	A. H. Bennett
E. E. Hanzlik	S. T. Marcyan
Louis Fischer	N. F. LaGamma
C. M. Yater	J. L. Williamson
Rudolph O. Funke	R. S. Watt
J. S. Bryant	G. F. Gerhauser
J. F. Good	J. J. Braun
R. Follick	Clyde M. Gatchell
L. L. Stabenan	A. E. Andrew
A. R. Johnson	L. E. Miller
Fred R. Kipple	Harold R. O'Donnell
D. A. Hall	Henry Schmitz
T. C. Berardini	Charles Trippi
A. A. Stevens	H. R. French

## Five-Year Pins

A. R. Woodward  
J. B. Patton  
T. A. Delamater  
C. A. Gardner  
R. W. DeMahy  
C. S. Wills  
Roland Tyce  
G. W. Christian  
Walter R. Atkinson  
Glenn W. Branch  
M. C. Weber  
T. G. Eckles  
D. G. Caldwell  
George A. Seiler  
Arthur L. Brown  
Wm. G. Kilgore, Jr.  
A. B. Oberg  
G. H. Hale  
Grayce H. Fath  
J. A. Bender  
Herbert H. Gebauer  
Daniel Whorton  
H. E. Keeyes  
J. H. Deitzer  
C. L. Gardner  
M. Di Giovanni  
Arley R. McGhee  
G. Y. Mercer  
D. C. Eby  
Charles A. Sterns  
Mamie K. Terpening  
Hayden Woodmore  
L. M. Gibson  
T. A. Bodenhagen  
Alexander Wilson  
Carl F. Mounts  
W. F. Gregory  
Raymond L. Doherty  
Albert S. Bell  
Floyd A. White  
S. D. Whitaker  
G. G. Shoop  
K. A. Kutzke  
C. A. Heim  
C. A. Innes  
M. R. Larceval  
Frank J. Watters  
L. F. Morrow  
M. N. Sherwood  
D. P. Miller  
N. A. Kissel  
F. E. Hudson  
J. L. Bambush  
A. L. Crossley  
C. L. Smith  
B. T. McMicken  
Leo Murphy  
Francis S. Snow  
E. E. Cain  
D. E. Palumbo  
William Huning  
John H. Rosmond  
H. R. Macdonald  
Lawson Willingham  
B. U. Santi  
Amos B. Hyder  
William D. Rusler  
R. A. McClure  
Melvin H. Peet  
Carl F. Uhl  
Roy A. Schultz  
Norman McL. Monteith  
Bert Dorsey  
Henry Zilz  
A. W. Buijnorouski  
B. A. Buffat  
Clifford K. Carter  
J. B. Giovannoli  
Saratos P. Sarantos  
J. B. Sterling  
D. B. McCue  
J. M. Jones  
F. Horneff  
P. F. Grijalva  
A. C. Collins  
J. R. Bailey

H. A. Daw  
Wayne W. Williams  
Frank Kany  
B. E. Reid  
S. M. Shepard  
F. A. Melzer  
A. S. Sepin  
R. J. Lutz  
David Siegel  
D. H. Hightower  
C. H. Hahn  
Ralph L. Mitchell  
J. C. Felix  
N. P. Elsner  
A. Drodren, Sr.  
H. P. Pitts  
J. G. Chambers, Sr.  
W. C. Leaser  
Gustav C. Granstedt  
L. C. Pfeil  
Carl E. Brown  
E. J. Kurtz  
G. C. Hammett  
L. Bowen  
W. B. Summers  
H. R. Leech  
H. M. Collier  
L. G. Granstedt  
G. D. McVicker  
Berlyn Cook  
G. R. Tibbs  
D. F. Pearse  
Warde B. Hutton  
J. F. Bettencourt  
Oscar, Berg  
George E. Sharp  
M. H. Moest  
Carl B. Shumaker  
W. R. Swarts  
C. R. Wright  
Stephen A. Dodd  
Edward E. Denison  
George Tatro  
A. B. Shonberg  
J. A. O'Connor, Jr.  
Robert Kelso  
Alfred C. Woerner  
E. G. Bradshaw  
Elywin C. Martin  
Frank Brousse  
O. E. Mecham  
J. E. Crumblay  
F. J. Swarts  
F. J. Rhodes  
Dean C. Parks  
W. F. Graves  
Russel A. Seelig  
Arthur A. Weiffenbach  
C. V. Kraft  
H. Fletcher  
E. V. Hight  
G. A. Cummings  
V. E. Martyn-Cohen  
G. J. Leggott  
Edward D. Wilhelm  
Robert E. Vick  
Chester W. Manning  
F. W. Newcomb  
James W. Von Rohr  
C. E. Sann  
Wm. E. Plesierre  
Mary C. Nugent  
Sam Galasso  
C. C. Bly  
L. W. Hicks  
Douglas T. Berger  
George E. Thatcher  
M. G. Staples  
W. J. Enlund  
Leslie J. Landers  
B. W. Miles  
G. S. Galley  
B. J. Shimmmin  
Melvin M. Doerr  
Wm. A. Lane  
E. A. Thompson

# NO...WE'RE NOT A CREDIT STORE---BUT WE OFFER THREE PAYMENT PLANS

1. PAY CASH - AS THOUSANDS DO.

2. TEN PAYMENT PLAN - TEN EQUAL PAYMENTS.

3. 30 DAYS, 60 DAYS, or 90 DAYS.

*No Interest or Carrying Charge  
If Paid in Thirty Days*

## HAPPY NEW YEAR TO YOU ALL

- Van Heusen Shirts
- Fortune Shoes
- Adam Hats
- Sport Coats
- B. V. D. Sportswear
- B. V. D. Underwear
- Hanes Underwear
- Wembly Ties
- Holland Racine Shoes
- Lee Shoes
- Slacks
- Jackets

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*"We'll Cash Your  
Check."*

### Attention, Ladies!

Our Newest Department  
Man-Tailored Suits and  
Coats for the Ladies.

## \$19<sup>50</sup>

*Others from \$16.50 to \$25.00*

★ ★

Todd's, the recognized leaders for 1941  
will again lead the Sports Parade in 1942.  
Todd's wish to thank the Consolidated  
Employees for the wonderful patronage  
in the past and pledge continued values.

- ★ FREE PRESSING
- ★ FREE ALTERATIONS
- ★ FREE PARKING



All  
Wool  
**TOP  
COATS**  
**\$16<sup>50</sup>**  
TO  
**\$19<sup>50</sup>**  
Raglams  
Belters  
Balmacaans

THE  
"PACE-SETTER"

SUIT

With 2 TROUSERS

## \$25<sup>00</sup>

OTHERS \$16.50 & \$19.50

WHEN BUYING FOR CASH, BE SURE  
YOU'RE IN A CASH-PRICED STORE

**Todd's**  
MEN'S GUARANTEED CLOTHES  
A COMPLETE MAN'S STORE  
**COR. 5th and E St.**  
OPEN EVENINGS

(Continued on Next Page)

HITNEY'S

*Hi Quality*

**AIRCRAFT TOOLS**

I GOT 'EM ALL AT Whitney's

GEE! THEY'RE SWEET!

**AT WHITNEYS**

**LOW PRICES**

*America's best known makes*

L. S. Storrett Precision Tools  
 Union Precision Tools  
 Mayhew Tools  
 Keuffel & Esser Tapes and Rules  
 Stanley Mechanics' Tools  
 Yankee Drills and Screwdrivers  
 Klensk Aviation Snips  
 Penn Aviation Snips  
 Judd Clamps  
 Maydole Machinist Hammers  
 Plumb Ball Pein Hammers  
 Nicholson Files  
 Crescent Wrenches  
 Union Tool Boxes  
 Union Mechanics' Kits  
 Stillson Pipe Wrenches  
 Vacuum Grip Pliers  
 Cleveland Twist Drills

**Whitney & Co.**  
 BROADWAY FIFTH SIXTH & E STREETS  
 NEW YORK CITY

## Shop Talk

(Continued from page 13)

### SUBASSEMBLY FLASHES

By Wayne Kurtz

Welcome to our new clerk, Dick Nuss. He replaces F. H. Hill, who was transferred to Tool Design.

A Merry Christmas and a Happy New Year were enjoyed by the whole department. The men in our department contributed to the purchase of an American Flag, which is now on display. The contribution was over subscribed and we had money enough for a Christmas tree for the department.

It pays to answer the telephone in Subassembly. Frances Brown was rewarded a box of chocolates from Leadman Ralph Daley for taking his phone calls. We all enjoyed the chocolates.

Our bowling team is still knocking those pins for a loop. Although its members are now scattered in the Wing and Blister departments, they are still playing for Subassembly. The team consists of the following men: Ernie Staab, Captain Paul Di Giulio, George Toth, W. Moyer, Frank Symmonds, and C. Mantey. At present Frank Symmonds is the high average man and Paul Di Giulio is second.

Our lady guest scribe for this month is Frances Brown. She submits the following:

Here we are girls: Let's get going. When we started three months ago, we knew there was work to be done. Now we will have to get down to business and see that the work is done fast. We must work hard to win.

We all are sorry to hear about Violet Kircher's accident. She suffered a fractured collar-bone. We all wish Violet a speedy recovery. Glad to have Hally Sparks back on the job after her illness.

### SAWDUST AND SHAVINGS

By Harshaw

Owing to blackouts, there isn't much news. "No time to write," say the boys.

Rumor has it that Jack Benkner bought a new car for his wife to drive. Don't you drive, Jack?

During a recent week, some of our boys joined the army, navy and air corps. This Department wishes loads of luck to you fellows.

The entire Woodshop wonders if Chuck Bayless is in the real estate business!

Zellis Zeller, "Zeppo" for short, is in the market for new or old cameras, they say.

Wilson, our golf enthusiast, has just become a proud papa. Congratulations, Wilson!

Business men, who ought to know, have said efficiency and economy form the foundation of success, and that's what we want. So, it's up to all of us—let's go fellows!!!!

Here's wishing a very happy and successful New Year to all of you—from the Woodshop.

## METAL BENCH NO. 2

By Guy Overstreet

I believe this is the first time Metal Bench, Plant Two, has been heard from, so I want to create a good impression.

We have a large number of men in this department now, and more keep coming in every night.

Have any of you folks ever met the dumbest man in the company? Well, we believe we have him in this department. He's so dumb that when he was asked if he had a certain jig, he thought it was a dance and nonchalantly replied that his feet were sore from walking to work every night. He only lives in Linda Vista.

Your reporter is trying to organize a dance band up here, for night shift only, and would greatly appreciate having musicians get in touch with him for a little "jam". Anyone interested please get out your pencils and write to Guy Overstreet, 71-1004, Night Clerk, Metal Bench No. 2. I have a few good men already and can use a string bass and a pair of hot trumpets.

On Thanksgiving morning a son was born to Mr. and Mrs. Sydney H. Parson, III. The baby, named Sydney, weighed 6 pounds, 9 ounces. Mr. Parson is in Tool Design, nights.

## Service Awards

(Continued from Preceding Page)

### Five-Year Pins

C. R. Kellogg  
 Jess R. Brown  
 R. R. Keith  
 G. H. Duncan  
 Roy Combs  
 Harry J. Goetz  
 H. F. Schmidt  
 George F. Marlow  
 K. R. Armstrong  
 Vincent S. Caldwell  
 Earl VanDenburgh  
 L. M. Ulery  
 M. A. Tonkacheff  
 M. Hrynecak  
 O. L. Darling  
 Wm. C. Coward  
 E. C. Terry  
 T. A. Parker, Jr.  
 V. S. Mathews  
 Earl G. Denniston  
 Joseph O. Shields  
 A. C. McGue  
 E. G. Stout  
 Fields G. Painter  
 Frank Mische  
 E. W. Berger  
 R. A. Noss  
 John J. Head  
 Albert D. Berg  
 George McManness

Chester Paige  
 Mount Barnett  
 Floyd B. Rasmussen  
 O. L. Culwell  
 E. L. Holston  
 H. A. McKay  
 D. L. Kimball  
 George Gandee  
 R. R. Black  
 Louis C. Westphal  
 Wm. J. Masterson  
 Edward J. Rasp  
 C. R. Taylor  
 Fred L. Struckmeyer  
 O. J. Stahlschmidt  
 C. Z. Sheppherd  
 Herman Neuman  
 Felix O. Jones  
 C. E. Birch  
 H. B. Gimber  
 Raymond W. Talmage  
 W. T. McKinney  
 O. E. Johnston  
 Clarence R. Clark  
 A. A. Duncan  
 L. G. Ireland  
 Paul E. Franks  
 Alvie G. Ferguson  
 C. F. Henninger  
 Mathew R. Barthel

"Keep 'em Flying!"

For Quality and Economy  
*make*  
**Safeway your Grocer**  
*in 1942*

Exclusive Representatives for

**Murlitzer Pianos**

N  
O  
W



**RENT A SPINET**  
**Only \$6 month**

6-months rental applies  
 on future purchase.

Main  
 Floor

SO. CAL. MUSIC CO. of S. D.  
 630-C ST.—Phone M. 3114



## NIGHT SHEET METAL FLASHES

By C. B. Coldren

"Joe Shields the Great," shears leadman, acquired his cognomen from his uncanny ability to win at rummy, we learn, via the grapevine.

O. E. Streib says his romantic abilities are greatly exaggerated. Says he'd like to get in on some of the deeds rumored about him.

There's a leadman—Hal Sadler of the shapers—who sorta hopes there are no more sheet metal activities for his men. At the picnic Joe Stratton ran into a "doot." At the dance Ed Ginsbach and "Percy" Perrius also acquired physical mishaps.

Reports that Eddie Raymond, foreman, is driving a new car are false—it's the same car with a new coat of paint. (P.S. Those two belles with Eddie at the sheet metal dance were merely taking care of the foreman—they were his sister-in-laws.)

Lee Bennington finds a lot to interest him at Tia Juana these days. Says he likes to watch those Mexican radio stations broadcast. So do we—with those Senoritas down there. Watch out Lee.

There are reports that Bob Modie "got religion" but those who know him best say a blue-eyed blond also attends the prayer meeting of his choice.

Blackout notes: Bob Modie and Orbo Trast were last seen running up the hill—their car was parked in the lot. . . . J. Sawaya left his power machine running. . . .

Reports that Clyde Duncan got married are greatly exaggerated. Like Henry the Eighth, Clyde forced his way out of it for the eighth time.

That new hard working "suave" gentleman about cowering is Frank Rose, Supervisor, who replaced Al Hutter, now on days. Formerly Rose was a sheet trouble shooter.

## ARMY FINAL ASSEMBLY NEWS

By Brice Crouch

These fast-flying Liberator bombers, now proving their merit, have nothing on the Final Assembly-Army Department in speed. It has burst forth from a very unobtrusive place to one of the largest departments in the plant.

F. A. A. has organized a basketball team which should give a good account of itself in the intramural competition among departments, Jim Marshall is manager of the team and members are: Ted Schoolcraft, Warren Campbell, Gene Githero, Ellis Bell, Lee Fouts, D. J. Leiker, Ed Carroll, R. J. Danner, F. L. Adams, D. D. Paddock and A. G. Metzler. The boys hold practice one night a week and have a game once each week. In their opening game, F. A. A. lost to a fast passing, sharp shooting Production quintet, 27-20. They came back in their second game, however, and showed real form in trouncing the Machine Shop team, 17-12. It would be well if some of you leather-lunged rooters came out to encourage the fellows a bit. Games are played at the mu-

nicipal gym in Balboa Park, so watch the bulletin board for game dates.

Final Assembly-Army is represented on the All-Star team, by Jimmy Thynne. Jimmy played basketball for Creighton University, where he starred at forward and guard last year. His team went to the semi-finals in the National Inter-Collegiate Tournament. He is a mere 6 ft. 4 in. and weighs 185 lbs.

F. A. A. is considering an Athletic Association for members of the department. The proposed plan will cover every phase of athletic activity, such as basketball, baseball, softball, bowling, tennis, golf, archery, swimming and other sports. If this plan goes through it will cost 10 cents a month for workers in F. A. A. to become members. This will be for you, so let's talk it up and get a little interest created. If you have any suggestions or comments to make on the proposed plan, scribble them down and give them to the clerk at the office.

Five members of the supervisory staff are anxious to go to Fort Worth. That's all right fellows—we'll be thinking about you when the snow flurries come and again when the sun is blistering hot, and I do mean blistering!

The plant, as well as F. A. A., welcomed back two of their more familiar faces. Mr. Mussen (Jim to you) returned, after waging a struggle with a badly ulcerated eye. Glenn Hotchkiss, a little pale, but otherwise in good shape, was back after an attack of bronchitis. The whole department is glad you boys are back.

Say fellows—what do you think of the new arm bands the leadmen are wearing??? Aren't they just too, too!!!! I know one leadman who admired that blue and orange band so much, he carried his arm above his head all day.

One minute interview—"How To Keep In Physical Condition," by Manuel Torres: "I get my exercise by jumping at conclusions." So Long, fellows, see you next month.

Reporter Jack Blaauw of Navy Hull announces a new dad in his department, Harold Mott. An 8½ pound baby boy was born to Mr. and Mrs. Mott, December 13. Another item from this department is to the effect that Jack Corlin is heading for a wedding.

Boys in Primary Assembly are kidding Herb Evans. It seems he and Mrs. Evans had a name all ready for their expected baby. Just to make things difficult, when "he" arrived at 7:20 p.m., Dec. 23—it was TWINS! So, the naming of the two 5-pound baby boys had to wait. Congratulations, Herb!

Manufacturers of military airplanes buy an average of more than five tons of high-grade steel for each plane they manufacture.

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## A Consair Employee's Views On Air Raids

By Walter O. Barling

To cross the streets of San Diego is quite a risky business. You might get killed—many do each year. But being used to this risk you don't worry about it.

An air raid is similarly risky, but being unusual, many people worry a great deal about a possible air raid.

The best behavior under the circumstances of possible air raids is:

1. Go to bed early. You may have your rest broken up by air raids. In any case, you avoid the question of lights in the house, and nothing is more miserable than waiting for possible danger in the dark.

2. When removing clothes, carefully lay them beside the bed in position, so that you can step into them. Put your shoes and overcoat nearby and have an electric flashlight handy for momentary use if needed. The clothes so arranged should be the essentials. For example, a man would have his pants, shoes, and overcoat so arranged.

3. Assuming that we have 3-inch or 4-inch anti-aircraft guns here, the gunfire will, of course, be distinguishable from the bomb bursts, by the sharpness of the gunfire noise. The bombs are heavy thuds (except when very close). There is the danger of falling ceilings, and, if you desire to do so, you can get under a heavy table, if the bombs are close.

4. You are human and may want to take a look at the sky. Well, keep under a heavy arch or doorway, since the shrapnel will be falling somewhere and may suddenly begin to fall in your location.

5. If an air raid catches you in the open and bombs fall all around, lie flat on the ground, for a few minutes, until your immediate neighborhood no longer seems to be the objective of the bombs. This is, after all, similar to waiting for automobiles to pass before crossing the street. You have to use your judgment.

6. Shakespeare a long time ago wrote: "Cowards die many times before their death; the valiant never taste of death but once."

So keep calm; don't be foolish.

#### THE PLANE

When leaving the ground, the huge wings and tail

Suggested a cross between condor and whale;

The higher it flew, the smaller it grew;  
Till by and by, it was only a fly

Crawling on the ceiling of the sky.

—Eva P. Dale.

"Keep 'em Flying!"

## CONSAIR CAMERA CLUB

By R. J. Smith

That much discussed subject of blackouts didn't concern members of the Consair Camera Club very much since no light is wanted in the dark-rooms. There was the problem of getting home, however.

At our first December meeting we were treated to a showing of Kodachrome slides of Southern California. The pictures were taken and shown by Edwin Strobel, well known local photographer. Mr. Strobel is a master of lighting effects and his slides revealed lighting effects that previously had been regarded as impossible to accomplish in color. He has several hundred views and has promised us another show at some future date.

Our second December meeting was a Christmas party complete with a tree and presents.

Because of blackout restrictions a photographic hunt competition was cancelled. As originally scheduled club members were given an assignment and sent out in pairs to see who could get the best picture in the time allotted.

Because of the holidays the January meetings will be held on the eighth and twenty-second of the month.

Visitors are always welcome to attend our meetings. The meetings start at 8:00 p.m. and our club is at 3911 Kansas Street.

## Consolidators On the Air

Offering their support to the effort of authorities, who are trying to cut down on San Diego traffic accidents, 12 Consolidated employees took part in an "all-Consolidated" radio broadcast of the popular Citizens' Jury program, last month.

Serving on the jury were: Neil Ames and Louise Nash, from Major H. S. Martin's office; Jack Wied, Accounting; Eddie Barron, Purchasing; Marian Frank, Army Office; John W. Lockwood, and H. L. Allen, Engineering; Geraldine Stanley and Kay O'Neil, Personnel; E. G. Borgens, Welfare; Claire Carpenter, Receptionist; Phyllis Lipsett, Consolidator Office.

With Lieut. Clarence F. Terry, U. S. Army Air Corps, on active duty at Consolidated, as "His Honor," the jury reviewed a traffic accident involving the death of a Consolidated worker.

Broadcast in the interests of traffic safety and education, the Citizens' Jury program goes on the air from radio station KFSD each Wednesday, from 6 to 6:30 p.m. Each week a different local case is pulled from the files of the San Diego Police Dept., and the officer who made the investigation testifies to all the facts.

The jury is not informed of the case until it goes on the air. They listen to the evidence, as does the radio audience, and at the completion of the testimony are asked individually for their verdict and recommended punishment, if any.

The United States first gained possession of Guam on June 21, 1898. It was captured by the U. S. S. Charleston, commanded by Capt. Henry Glass, U.S.N. At the end of the war with Spain, the island was ceded to the United States by the Treaty of Paris.

## Office Chatter (Continued from Page 19)

### BETWEEN DARK AND DAYLIGHT (Tool Design, Nights)

By Ollie Painter

DOTS and DASHES . . . Let's start the New Year the right way by endeavoring to adhere strictly to those good resolutions made on the night of December 31 . . . Randolph Scott, 20th Century-Fox Studio film star, Bruce "Lucky" Humberstone, director, Eddie Cronjager, ace cinematographer, and Jackie Cooper, publicist, thoroughly enjoyed their visit around the plant, and particularly in meeting the boys in this department . . . When "Devil-Dog" Krueger finished reading about himself in American Aircraft Mechanic, his Adams' apple bobbed up and down so fast it tore off the button on the neckband of his shirt . . . R. J. Oertel is making a collection of lefthanded assistants, Wally Fowlie, Gene Fluhart, C. A. Renfro, and U. B. Melton, Jr. (the junior is necessary) . . . J. Earl Lawrence, trouble shooter, has a marvelous baritone voice . . . Double-Duty Doty is busy lining up substitutes for bowling matches . . . George B.

field is once more a glib in the Communications Service . . . T. F. Hayes, Production Control, Plant Two, should not call this department before 7:00 p.m. . . . The two day shift, Tool Design, bowling teams, seem to have "it" on the night shift inasmuch as they have won two matches . . . Russ Harris is a connoisseur of Chinese food . . . R. L. Chrissie, bowler, golf pro, and admittedly a good tool designer, is hanging over from the day shift . . . Frank Shivers apparently has recovered the use of his right arm . . . Leonard Crisp, late of Sarasota, Florida, is a grapefruit expert . . . C. S. Hallford has been initiated into the mysteries of bowling . . . Carl Ludeman and O. E. Johnston, day shift, have surrounded themselves with a bevy of very pretty girls . . . The driver on a motor bus coming to the plant had to remind Benasco to pay his fare, and then where to deposit his dough . . . Charley Lord had two men enlist last month, "Stu" Beede, Machinist Mate, first class, and D. L. Bredeen in the army . . . a number of other younger men are seriously considering the navy so they will be near the water in case of fire . . . R. F. Asmussen is still listening to the waves at La Jolla . . . Clark and Rutherford, split shift



Randolph Scott, screen star, in San Diego for the filming of a picture, visited the plant and is shown here during the lunch period with a group in night Tool Design. Seated, left to right: R. F. Perry, C. W. Doty, Scott, R. T. Rutherford, R. J. Oertel and Bert Rowan. Standing are J. E. Lawrence, H. W. Radebaugh, Charles Lord and C. W. Clarke.

McAllister, and Ray W. Peters are tropical explorers of Lower California . . . H. G. "Mique" Hunt is a sucker for loaded cigarettes . . . Bert Rowan was elected president of the Tool Design, Nights Bowling League, then was transferred to Tool Planning . . . Who is the six-foot-two, black-haired fellow in Liaison who always signals by bending his head either way when about to make a right or left handed turn? B. W. Manion, auto-graph hound, claims some sort of a one-day, bad-luck record—someone stole his fender skirts, his mother was in a bad auto accident, he lost dough on the Texas & Texas A. & M. game, and hooked a traffic ticket on the way to work . . . A. E. Smith's imitation of a grand opera singer was a classic . . . When Bob Card wears those toeless shoes, they sound like a Chinaman shuffling along under a load of laundry . . . Gene Fowler is an easy prey for all gags . . . C. W. Clarke, has a new and longer toothpick . . . H. E. Schrock is mothering four kittens, of doubtful parentage, in the warehouse . . . Sid Parsons, Jr. (junior also necessary) was considerably mortified when he bit into a piece of pie under which the paper plate had not been removed, and nearly ruined his pretty new apron . . . Who said R. F. Perry was a stand-in for George Raft . . . R. E. Sco-

twins, are still on the job . . . Who made the best time to his auto on the night of the blackout? . . . Is there any significance in furnishing Perry's office with a 1942 calendar? . . . HAPPY NEW YEAR. . . .

### PRODUCTION ENGINEERING

By R. E. Bott

So much is being heard about, and from, the Production Engineering Department these days that perhaps it is time to throw a little light on the workings of this group.

This department is closely related to nearly every function of the entire organization. It is its job to see that everything mechanical is in ship-shape for production.

It gathers information from every possible source, furnishes it to some departments, controls the operations of others . . . if it can get away with it . . . but, it cooperates with all to reach a common goal and "KEEP 'EM FLYING."

This business is built around several personalities and these in turn are reflected by the product,

(Continued on Next Page)

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## PRODUCTION ENGINEERING

(Continued from preceding page.)

which is fashioned by a few craftsmen using methods and materials best suited.

This product found favor and has now entered a period of unprecedented development and expansion. Personalities are supplemented by methods, the principal of which, is to adapt such methods to the ever increasing rate of production.

The Engineering Department engineers a product for structure; the Production Engineering Department engineers, assist in working out production methods and problems.

Just as the Structural and Design Engineers have to visualize how the plane will fly, so do the Production Engineers have to visualize all of the complications that may arise in the fabrication and assembly of the parts.

Don't be surprised, a lot, and a big lot, of our work really requires tall thinking. Just as Joe Stalin hovers over a map to determine how he is going to give Hitler a swift kick in the pants, so Joe Gwinn is concerned with drawings to give a clear picture of what's what in an airplane.

When Production Engineering exhausts the possibilities of one construction, it seeks another. New methods bring new engineering problems. Sometimes methods are borrowed from another industry where a technique has been developed and results have been proven. With this thought in mind, Joe Gwinn has surrounded himself with a battery of men with the queerest backgrounds and sometimes having the craziest of ideas. However, crazy as they may seem they are analyzed, compared with other crazy ideas which come to them from the shop and other departments, and finally when all the bugs are ironed out, they really have something to offer which is the result of complete cooperation. Production Engineering efforts are all for cooperation and rendering service.

Economies are effected through proper tooling. Production Engineering likewise effects economies and speeds production by gathering the ideas of many and correlating them.

Webster says: "Cooperation is a collective action in industry for mutual profit or common benefit."

Let's just do that and do it with a smile.

## ONE O'CLOCK JUMP

By Mary Ellen Swanton

In spite of blackouts and unsettled conditions, Central Files' pre-holiday parties were in full swing. At one party Kay Evans was the hostess and Viola Boltz, a former One-O'clocker, was guest of honor. On a recent Friday night, Kay entertained all the girls at her home with chicken and noodles, and Maud Taylor provided the entertainment. Maud's talismanical influence was a surprise to all of us—especially to Maud. Mildred Rousenvell entertained present and past One-O'clockers the Saturday afternoon before Christmas at a cocktail get-together. Gifts were exchanged and Christmas carols were sung.

All the explosions in Central Files the other night were instigated when Margie Carr began to tell about her cousin from the Bronx who came to San Diego for a visit. On one occasion, she explained to Margie, "Say, look't de boid." Margie wishing to correct the Eastern urchin, said, "That's not a 'boid,' it's a bird." After a hurt silence Margie's visitor said, "Well, it choiped like a boid."

Shirley Kilroy is our new problem child. She wants a fur coat. We've been worried because we were afraid that she might want to go to the zoo or fox hunting one of these nights. We started checking on her activities three weeks before Christmas. Problem Child, also is Betty Price. She enjoys a laugh, but always goes home and asks her husband whether it should have been funny or not.

Sylvia Munker is wearing a ring, third finger, left hand. Congratulations, Sylvia, best wishes and

loads of happiness to both of you from the Central Files gang.

Ruth Houser, our right hand telegrapher, Maud Taylor and Betty Price were ill just before the holidays. "Boss" McArthur received red pompons and mistletoe from the gang on Christmas Eve. Mildred said the flowers were nice, but she had to grit her teeth when the girls started to sing "Santa Claus is Coming to Town."

Central Files has two new One-O'clockers—Dorothy McCormick from Detroit, Mich., and Ann Morgan, from Atlanta, Ga. Kay Evans has been transferred to days and so now our force numbers 16.

During the first blackout at the plant, Betty Fossler didn't run, you understand, but the two fellows she passed on the hill were heard to say, "Phew, and we thought we were in a hurry."

One of the One-O'clockers wrote a resumé, entitled "My First Impressions," of the Central Files' girls. The author has developed a complex as a result. She noticeably avoids "congested" thoroughfares, and then again, perhaps, she feels her life may be endangered, for if she should encounter any of her "subjects" in a dark hallway, her chances for existence wouldn't be worth a flicker in a blackout.

Marion Bylsma, Ferne Dines and Alice Koehnen are our three Caballeros—reason, we suspect they did a great deal of their Christmas shopping in Tijuana judging from the packages they were loaded down with for three weeks before the holidays.

Kay Finnerty, variegated of Central Files, has been doing all the artistic work in this department lately. She is chief Ditto machine operator and, lately, she's been running various jobs done in three colors.

Orchids to Maud Taylor, and our best wishes on her marriage. Maude pulled a quickie on all her Central Files friends when she took the vows at Yuma a week before Christmas. We hate to lose her, but we hope many happy years are ahead.

Now that the holidays are over, and the fun is put away for another year, the girls are all buckling down to their tasks harder than ever. Their goal, as well as yours and mine, is to "GET THE JOB DONE."

## INDIA INKLINGS

By Dorothy Ray

From the blacked out windows of the Consolidated Employment Office here on India street we send out this faint gleam of light. The doings of the occupants of our hillside house will, henceforth, be reported in these columns.

A recent event both gay and sad was a send-off, pot-luck luncheon in honor of Fred Gignilliat, who is now in the Fort Worth Personnel Office. The gals brought the appetizing morsels which were devoured with a gusto by the guys. As a little something to remember us by Gig was presented with pouch, pipe cleaners and tobacco for his brierwood.

The Personnel Office has its "Sunshine Fund" but we have our "Slush Fund," out of which last month came birthday packages for four of our gang—Genevieve Dodson, Lee Bennett, Doris Brown, and Pat Rainbolt. It is not an unusual sight to see Millie Sanko, "keeper of the funds," delivering collection notices for delinquent IOU's.

The entire office extends to Mrs. Ken Pixley, nee Virginia Garland, its sincere wishes for the best in wedded life, Ken and Virginia eloped to Yuma, December 13.

The last day of November we celebrated Bud Hobby's birthday at a women's club house in Mission Beach. Mrs. Hobby, Bud's mother, was a charming hostess. There was beer and all the necessary trimmings and dancing to popular juke box tunes. Bud received a leather traveling kit, which is very appropriate since he is our traveling interviewer. Bert Walter was present and although he is in Plant Two Personnel, he is regarded by all here as "one of the family."

Speaking of social occasions, the Christmas party of this office will not be forgotten very soon. The

tree, contributed by Jo Hodgetts, was embellished in the best prescribed manner. Beneath it were banked colorful packages, the result of drawing names for an exchange of gifts. The gay packages left for Mamie Kipple and Batch were presented in appreciation for their friendly counsel and interest in their "brood." The mistletoe, donated by Rosa Wilson, was the center of attraction. What I mean is that the traffic there was terrific.

Helen Green and Noreen Buono are working overtime for national defense by faithfully attending the volunteer service of the Aircraft Warning Service.

Tom Cunningham, dashes in each Saturday morning and out again each Saturday afternoon. He has been interviewing in Los Angeles for several months now, so his once-a-week visits in this office are an occasion.

## ENGINEER VIEWS HOLIDAYS IN RETROSPECT

By B. L.

Christmas, it's gone again for another year, wilted trees with tarnished traces of their former finery repose in vacant lots. Gone are the toy displays with adults crowding out eager faced kids—men buying electric trains for their yearling sons—the jostle and push of last minute shoppers.

Back to normal now with boogie-woogie replacing Silent Night and Jingle Bells. It's all over but the bills. Bells and bills—they seem to follow in natural sequence. Christmas bells and bills. Wedding bells—bills. My front door bell—and you guessed it, bills.

For many of the boys who had hoped to spend the holidays back home the cancellation of vacations and leaves came as a hard blow. It's the toughest of all, that first Christmas away from the old familiar fireside. Maybe, too, you missed the snow and the jangle of sleigh bells. To some, Christmas without wet feet, skid chains and frozen radiators just ain't the same.

Maybe the Japs thought they could dampen our spirits by sneaking a slap at Pearl Harbor, but the Jap mind works in a more peculiar fashion. They have a lot to learn. On New Year's eve amid the scream of whistles and the toot of horns and clang of bells, did we forget the war and the gigantic task ahead of us? Yes, we did. That's the purpose of a holiday, to brush aside cares for an evening and enjoy this thing we call living. And we think we did a pretty good job of it.

The Nazis took a poke at our spirits, too, by sinking a boatload of Scotch bound for New York. Gad, ever stop to think how many man hours go into the creation and aging of a boatload of Scotch?

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# Work Week of 168 Hours; Plan Described by Knudsen

A 168-hour work week on planes, tanks, guns, ammunition, and ships in the new Victory Program, was agreed on in a White House conference last week, OPM Director General Knudsen told the press recently. Questioning developed that heavy bomber production plans would be stepped up to about a thousand a month. Mr. Knudsen said he was in favor of a "work or fight" labor policy.

Excerpts from the transcript of the press conference follow:

Q. Do you see the prospect that the man-hours per skilled worker will be materially enlarged now in order to keep these plants going 7 days a week—the

amount of man-hours per week will be materially increased?

A. We were over in the White House yesterday, you know, and we agreed that we should work 168 hours a week on all of the principal groups, meaning planes, tanks, guns, ammunition, and ships; as fast as we can get the men on and the material there for it and have the machines for it, we will run 168 hours.

**Will try shifts first**

Q. Can this be done, Mr. Knudsen, without materially increasing the number of hours per shift of men now working, or hours per week?

A. First we will try to swing shift the thing and get all the men we can use out of the locality, and then when we have got everything we can get out of that, then we will have to increase the hours.

Q. Do you foresee the prospect that the Wage-Hour Act will have to be suspended for the duration in relation to defense industries?

A. That question cannot be raised until we have absorbed the extra labor supply that is available.

**"Let's size up"**

Q. Don't you think that will come soon, sir?

A. I might, I don't know. Of course, the attack and this sudden blow, have brought everybody up with a sharp halt, and "Let's size up what we have got to do now," and I am sure that we will get a response that is commensurate with my estimate of what is going to happen.

Q. Mr. Knudsen, in any of these industries can you run on 168 hours per week even where you have got the machine tools without materially increasing the work week per man?

A. Yes, you can do that if you can get sufficient swing shifts in on it.

Q. As a practical possibility, what industries can you do that in today?

A. Any machine shop.

Q. You have got an abundance of skilled labor for that purpose?

A. I imagine—if you say "skilled labor," you mean manufacturers' labor, you don't mean tool makers.

Q. Whatever you need to keep those five industries going.

A. Most of the skilled mechanics trades are working more than 40 hours a week. In fact the machine tool is working 51 per week.

Q. The manufacturer is paying them time and a half; isn't that correct?

A. Yes.

**Of labor contracts**

Q. Do you think that the thing should go on in that way at time and a half for the Victory Program?

A. As long as they have got labor contracts that call for it they will pay it.

Q. You don't think those should be suspended?

A. How can you suspend a labor contract with the man you made the contract with? The Act puts the maximum hours that you can work as long as there is help enough, and the time to suspend that or change it is when you haven't got help enough.

**Converting civilian plants**

Q. Do you have any estimates of the number of civilian factories that can be converted or are available for conversion?

A. What I have, sir, is only what has been given me, and I think the figures are pretty general now, but we have, of

(Continued on page 32)

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## IT'S WAR

**The enemy has struck a savage, treacherous blow.**

**We are at war, ALL OF US! There is not time now for disputes or delay of any kind.**

**We must have ships and more ships, guns and more guns, men and more men—faster and faster.**

***There is no time to lose.***

**The Navy must lead the way. Speed up—it is your Navy and your Nation!**

**Frank Knox,  
Secretary of the Navy.**

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★



## Consolidated Sports

(Continued from page 15)

### Rowing

The officials behind the rowing enthusiasts were unable to book any races, and the sport will continue to dwindle unless a schedule can be set up in the near future.

### Roller Skating

One of the most active groups in the plant, and numbering about 75 members, the skating club does its stuff at the Palace Skating Rink, First and Broadway, every Wednesday night. Officers are: George Brown, Tool Room, president; Don Smith, vice-president; Dorothy Cox, secretary; and Mrs. A. Miller, treasurer. Incidentally, Joe Miller, Jr. heads the membership committee.

### Bridge

This outfit is also gaining in popularity. A number of clubs are being organized under Roy Miller of the Engineering Department. The blackouts may upset the plans to some extent.

### Model Planes

R. A. Strawn, trouble shooter, has conducted a number of county and city tournaments, winning first prize in more than half of the events, which is also some sort of a record.

It is anticipated that the employees in the plant will carry on their enthusiasm for sports during the 1942 season.

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## 168-Hour Week

(Continued from page 30)

course, a couple hundred thousand factories in the United States of all sorts and all trades, and Mr. Odum is engaged in getting the metal trades factories separated from those.

Q. Do you anticipate putting all of them to work under the Victory Program?

A. Wherever we can find that they can do a part of it we want them to do it. In some cases, you know, they might only be able to do roughing work and have to have it finished somewhere else. **New plants must be built**

Q. In your statement last night you stated that the existing plants won't be enough, that new plants will have to be built . . .

A. There are certain kinds of plants that have to be built—explosive plants; there are no explosive plants—gun powder, TNT, sulphuric acid, and all of the ingredients that have to go with that.

Q. That is, for the rest, guns, planes, you can use existing facilities rather than building new ones?

A. We will have to have more bomber plants.

### Doubling bomber program

Q. What would that call for, doubling the 505 a month that they are talking about now?

A. About that.

Q. That would be 1,010 a month.

A. I won't argue with you about the 10.

Q. In New England during the air raid warnings a number of factories were shut down and evacuated, and considerable production was lost. We were wondering whether you had given any attention in your Division to means of assuring that production is not shut down until absolutely essential.

A. This is the first time it happened, and we haven't got used to that kind of thing yet. In other places they are used to it and they don't shut down; they keep right on working.

Q. Do you look for that to be sort of systematized here?

A. Yes.

Q. What looks like the bottleneck to the Victory Program—machine tools or materials?

A. Some of both.

Q. Can you say which materials?

A. It is really a distribution and scheduling problem, you see. It might be one material today and tomorrow it might be another one. We have to deal with it as fast as it comes up through the allocation system.

Q. Will the future four-engine bomber plants be located away from danger areas like coasts?

A. Yes, sir.

### Question of moving strategic plants

Q. Have any provisions been made to remove that expensive machinery in case of air attack, as the Russians have done, further inland?

A. I imagine we will do that.

Q. You will make plans for that?

A. If it is advisable.

### How to get the 168-hour week

Q. Mr. Knudsen, the appeal for the 168-hour week has gone out from you, the War Department and the President on several occasions and we still apparently haven't got it. Do you propose any other method besides an appeal?

A. No; I think the Japs will take care of that.

Q. To what extent have you already drawn up your schedules under the Victory Program in the various types of armament, Mr. Knudsen?

A. I have only made a preliminary forecast to President Roosevelt yesterday. The program is not in final form.

Q. How soon do you think that the war industry generally can be on a 168-hour week?

A. Of course, a thing like that you don't start with a wave of the hand. You begin to get the industries where you have pressure—the bottlenecks, one after the other, and speed them up. Take your ships; that will probably be one of the first ones; your planes, your heavy planes will be up in the first rank; your anti-aircraft guns naturally will get attention right off the bat.

Q. Are you going to hold—have you scheduled any meetings with industry and labor?

A. We had this one this morning, and we have one tomorrow and the next day—as fast as we can get them in here we are going to do that on the most critical items.

### Effect on tank plans

Q. Does this program now since Sunday call for some change in this large tank program; that is, a revision of that in favor of ships and bombers and planes?

A. No; not so far.

Q. Do you think it would—do you think the need for shipping, that is, naval vessels, would be greater than tanks?

A. I think SPAB will take up the question of rotation. This priorities job is by rotation. They will probably take that up.

Q. Mr. Knudsen, what is your forecast on the monthly expenditures that will have to be made to accomplish the Victory Program as far as the Victory Program has been scheduled now?

A. More than double what we have now.

Q. It is around 2 billion now.

A. We will have to go considerably beyond that.

Q. Are all production schedules being projected into 1944 and 1945?

A. Not so far. We have only got to 1943 so far.

Q. They are likely to be, aren't they?

A. Yes, increase them all along the line and try to get these requirements in.

Q. Mr. Knudsen, Colonel Bartley of the War Department, I believe, said the other day that we already had a shortage of skilled labor. That is why I keep coming back to this. Don't you think the time is here today where if we increase beyond present output our production of military items that the work-week will have to be extended?

A. I don't know. The work-week has been extended every other place where they have war. My only point is that as long as we have got idle people to put in to take a place we aren't justified in asking it.

Q. You don't think that time has come today?

A. It hasn't come today. You know there is a great training program.

Q. Do you foresee the possibility when this country will conscript labor as the British have done? For example, I have heard that in New York alone there are a lot of unemployed mechanics who refuse to leave the State of New York or the City of New York, and who are unemployed there.

### Favors "work or fight" policy

A. Well, maybe if something happens to New York they will be darned glad to leave. I haven't any sympathy with the chap that doesn't want to go away to take a job when we are in the shape we are now.

Q. Do you believe there will be a time when you will have to conscript them as the British have done; in other words, you will have to work in this industry—

A. Work or fight?

Q. That's right.

A. Good; I am for it.

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